

‘My own personal hell’

Former Airman sentenced to 18 years in drunk-driving death tells story, A-3





A load crew evaluator carefully examines the work of 90th AMU load crew members at an F-22 Raptor quarterly loadcrew competition at Joint Base Elmendorf-Richardson Dec. 31. The judgement of the experienced evaluators will determine who goes to the annual competition. (U.S. Air Force photo/Airman 1st Class Kyle Johnson)

## Airmen vie for top load-crew distinction

By Airman 1st Class Kyle Johnson  
JBER Public Affairs

“You just have to do it right and do it slow,” said Airman 1st Class Dominic Hobbs, an aircraft armament systems specialist with the 90th Aircraft Maintenance Unit.

That advice works – as long as your definition of “slow” is less than 35 minutes.

When loading 2,000 lbs of explosives and hundreds of high-explosive incendiary rounds onto a \$143 million jet, 35 minutes pass by very quickly.

JBER weapons load crews are evaluated on their efficiency, safety and competence every month.

Four times a year, the crews with the best records are selected to compete in a head-to-head load crew of the quarter competition, and the winners move on to vie for the coveted title: load crew of the year.

Hobbs and his two crewmates, Airman 1st Class Charles Pole, also an aircraft armament systems specialist, and Air Force Staff Sgt. Robert Johnson, their load crew chief, participated in the quarterly competition Dec. 31, 2014.

Jets do not always have the same mission, so each load is different.

This means load crews must be able to expertly load a variety of weapons systems on their particular aircraft.

To that end, the crews are not informed what they will be loading until just minutes before they begin their timed trial.

“We’re not unfamiliar with being evaluated,” Pole explained. “But for this, I’m always nervous, though I get a little excited and giddy too.”

“When it is time to start, all of that just goes away though.”

“When you come into a load, it’s almost like you have a shield around you that keeps everyone and all the pressure out,” said Johnson, a native of Taylorsville, Utah. “As soon as something doesn’t go the way it’s supposed to, that’s when things start hitting your shield and breaking holes in it.

“That’s when the pressure starts to come in.”

And those shields will be tested; things don’t always go smoothly when working with bombs and guns.

Johnson said the GBU-32 Joint Direct Attack Munition attachment went well, and when considering a projected five-to-10 minute load of the M61A2 20-mm gun, they were on track for a 25-to-30 minute total time.

That would place them well under the 35-minute time frame they were allotted.

Hobbs and Pole wheeled the Universal Ammunition Loading System up to the side of the plane.

The UALS is a large wagon with hundreds of 20-mm rounds in a snake-like loading tube, which connects to the side of the aircraft.

It automatically feeds rounds into the aircraft with little need for human intervention.

At least that’s what it’s supposed to do.

Johnson hooked the UALS into place and began the loading process, expecting to see rounds pumping through the serpentine interface unit and disappearing into



**ABOVE:** Airman 1st Class Charles Pole, an aircraft armament systems specialist with the 90th Aircraft Maintenance Unit, examines his Universal Amunition Loading System interface unit during an F-22 Raptor quarterly load competition at Joint Base Elmendorf-Richardson Dec. 31. The winners of the match move on to the annual competition. **LEFT:** Senior Airman Bobbie Eiland, a native of Troy, Alabama assigned to the 525th Aircraft Maintenance Unit, grabs a handle during a Dec. 31 load-crew competition on JBER.

the aircraft.

Instead, the pressure that had been safely outside of his shields began to creep in as he saw rounds coming back out of the aircraft into

a separate chute.

“Belts are in 500-round increments,” Johnson explained. “Half the belt had already been fed through the aircraft, so we had to finish feeding the belt through so we could take everything off and follow the checklist.”

A lever controls whether the rounds are loaded into the aircraft or pass through like a belt with no buckle.

Typically the lever is set to “load,” Johnson said, but this time it was on “bypass.”

Johnson said he’s never experienced this particular problem before, and it wasn’t on their usual checklist, so it added grueling minutes to their time as they troubleshoot the issue.

“By the time that was done, it was over for us,” he said, still frustrated at the loss.

“In our career field, there is no margin for error,” Johnson said. “That’s why every time we make a mistake, we take it to heart and don’t do it again until – basi-

cally ... until we’re perfect.”

Many aspects of basic military training are designed to place pressure on trainees, so when they get to a wartime environment, they can handle the pressure that will inevitably break through.

But after BMT, it is competitions like this one which continue to apply that pressure and foster readiness so that when it’s time for war, Airmen can perform with excellence and accomplish their mission. Awards come in second to experience gained and muscle memory.

“The number-one mission is to put bombs on target,” Johnson said.

“I have a cousin in the Army who always says their best friend is a pilot in the air,” Pole said. “I’m glad I can do my part to help save them.

“When they call in an airstrike, I know I loaded that jet to the best of my ability,” Pole continued. “I know that bomb’s going to drop on target and save lives.”



Airmen assigned to the 3rd Wing compete during an F-22 Raptor quarterly load crew competition at Joint Base Elmendorf-Richardson Dec. 31. The winners advanced to the annual competition.

Joint Base Elmendorf-Richardson/  
673d Air Base Wing Commander  
Col. Brian R. Bruckbauer (USAF)

Joint Base Elmendorf-Richardson/  
673d Air Base Wing Vice Commander  
Col. William P. Huber (USA)

Joint Base Elmendorf-Richardson/  
673d Air Base Wing Command Chief  
Command Chief Master Sgt.  
Garry E. Berry II

Joint Base Elmendorf-Richardson/  
673d ABW Command Sergeant Major  
Command Sgt. Maj. Eugene J. Moses

# ARCTIC WARRIOR

The *Arctic Warrior* is published by Wick Communications, a private firm in no way connected with the Department of Defense, the Department of the Air Force or the Department of the Army, under exclusive written contract with the Joint Base Elmendorf-Richardson Public Affairs Office.

This civilian enterprise newspaper is an authorized publication for members of the U.S. military services. Contents of the *Arctic Warrior* are not necessarily the official views of, or endorsed by, the U.S. government, Department of Defense, the Department of the Air Force or the Department of the Army.

The appearance of advertising in this publication, including inserts or supplements, does not constitute endorsement by U.S. government, the Department of Defense, the Department of the Air Force, the Department of the Army, or Wick Communications of the products or services advertised.

Everything advertised in this publication shall be made

available for purchase, use or patronage without regard to race, color, religion, gender, national origin, age, marital status, physical handicap, political affiliation or any other non-merit factor of the purchaser, user or patron.

To advertise in the *Arctic Warrior*, please call (907) 561-7737. Editorial content is edited, prepared and provided by the *Arctic Warrior* staff.

Editorial office and mailing address: JBER Public Affairs, 10480 Sijan Ave., Suite 123, Joint Base Elmendorf-Richardson, AK 99506; telephone (907) 552-8918.

Send emails about news stories and story submissions to [david.bedard.1@us.af.mil](mailto:david.bedard.1@us.af.mil).

Deadline for article and photos is 4:30 p.m., Monday, for the week of publication. Articles and photos will be published on a space-available basis and are subject to editing by the *Arctic Warrior* staff. Submission does not guarantee publication.

JBER Public Affairs Director  
Maj. Angela Webb (USAF)

Deputy Public Affairs Director  
Bob Hall

Public Affairs Superintendent  
Senior Master Sgt. Michael Hammond

Arctic Warrior staff  
David Bedard - senior editor  
Chris McCann - editor  
Jeremiah Erickson - community editor  
Ed Cunningham - webmaster



# ‘All I could say was just “someone died. Someone died.”’

By Chris McCann  
JBER Public Affairs

He was born into an Air Force family, moving around from Florida to Okinawa to Oklahoma. He played outdoors – climbing trees and swimming. In high school at Kadena Air Base, Okinawa, Japan, he taught swimming lessons before his father, an Air Force major, retired to Shawnee, Okla.

“My parents were strict,” said Lane Wyatt, a former airman first class and client-systems technician stationed at Joint Base Elmendorf-Richardson. His father started off as an Airman before getting a commission. They inculcated values.

For a while, he said, he slipped. “I knew I was going wild when I got out of high school,” Wyatt said. “I had to straighten up, and the military was the best option.”

He enlisted in the Air Force, trying to go back to Okinawa. He missed the beautiful weather, he said. The people, including his high school friends. The seaway.

“It felt good to wear the uniform – it was a good feeling to be the guy people look up to. I mean, I did client systems, but everyone thought I flew planes.”

His parents came to the ceremony when he graduated from Basic Military Training.

“They were happy – they thought I was party-crazy, and I flipped the script on them. I was planning on going to college, and before I’d said I wasn’t going to go. I wanted to be a scuba instructor,

so I was figuring out what I had to do to get there.”

For his first duty station, he requested Okinawa, somewhere in Korea, or JBER; in 2012, he joined the 673d Communications Squadron. Although it wasn’t his first choice, he wasn’t disappointed.

“I just wanted to get out and travel.” Wyatt took to his job immediately.

“I enjoyed it a lot,” he said. “I looked forward to going to work. Sit in front of my computer, or a radio, plug it up, move it along. It was fun.”

He and his fellow Airmen joked around a lot, but also worked hard.

In his free time, he liked climbing Flattop and O’Malley Peak.

“I skied, and I tried my hand at snowboarding – once,” he said with a wry grin. At 22 years old, he had plenty of time to try just about anything.

A senior noncommissioned officer said Wyatt was on track to achieve his dream of being a chief – and to do it fast.

But that dream was killed – as was a 20-year-old woman – on a sunny June Sunday morning, when Wyatt made the choice to drive drunk.

## A GOOD PLAN GOES BAD

On Saturday, June 29, Wyatt left his dorm room with a fellow Airman; they picked up another on the way to the home of another friend who’d just returned from a deployment.

“We went to McDonalds,” he said. “We were just jamming out in the car. We went to the friend’s house we were staying at and had a few shots – the little sample ones.” He gestured the size of a miniature bottle – about an ounce and a half.

“He’d never been to the Alaska Bush Company,” Wyatt recalled. “So we went to take him there. We dropped off our cars.”

They called a taxi and set off for an evening of entertainment.

“We just had fun,” he said. “It was a guy’s night out. I left my car; I didn’t plan on driving. ...The plan was to go home and crash out; I was waiting for the season premier of Dexter.”

At some point later, the group decided to go dancing at Chilkoot Charlie’s, a popular Spenard bar.

“I really had fun dancing,” he said. “I told my friend ‘I’m not here to pick up a girl; I’m just here to dance.’”

At the bar, he ran into an Airman he’d seen around the base. He was ‘kind of new,” Wyatt said, and they started talking.

Wyatt and his compatriots had already called Joint Base Against Drunk Driving, a JBER-based volunteer organization that offers free rides home to service members who’ve had a little too much. They invited the newcomer, and the girl he was hanging out with, to join them.

Safely at the house, they continued listening to music and goofing off.

But the sun was up early, and sometime after 4 a.m., the new Airman and his girl decided to head home – about a half-mile away.

“I decided I’d give them a ride,” Wyatt said. “I thought I was good to drive. I thought I was fine.”

His friends protested, but ultimately they all piled into his Chrysler 300 and headed north on Boniface Parkway, laughing and joking.

At a red light, someone pulled up beside them and revved its engine as if to race.

Wyatt said he did it back, in jest, before they started through the intersection – something he did fairly often, though he didn’t actually race. The other car fell behind.

It was 4:58 a.m., according to the police report.

“I remember coming up to a green light,” he said. “Then it turned yellow.”

He remembers glancing back at his passengers to see if they were wearing seat belts, in case he had to slam on the brakes,



**Former Airman 1st Class Lane Wyatt recounts the night of June 30, 2013, when he killed Citari Townes-Sweatt in an drunk-driving accident. Wyatt was sentenced Dec. 19 to 18 years in prison. (U.S. Air Force photos/David Bedard)**

but he couldn’t tell.

He wasn’t sure whether to speed through the intersection or try to stop.

He opted to go through. He was doing 50 to 55 miles per hour, prosecutors later said.

“I didn’t see anyone, I just saw lights.”

“SHE WAS THE DESIGNATED DRIVER ... AND I FEEL LIKE THE TRASH OF THE EARTH.”

## ‘LIKE AN EXPLOSION’

The next thing he remembers is waking up draped over the steering wheel, his nose bleeding. He got out of the car, as did his friends.

“I just stood there and looked, trying to take it in. ...I thought they hit us.”

One of the other Airmen asked how he was doing.

“It was like after an explosion in a movie, when there’s no sound, just the ringing. I had no idea what to do. The girl was in the back seat and there was blood on her face, so we tried to get her out and calm her down.”

The other car was pointed away from him; he could only see the rear passenger side, and the damage didn’t look too bad.

People came from a nearby gas station, and one started talking to the girl, keeping her calm.

“I just remember standing there, not knowing what to do. ... People were yelling at me to stay where I was. I told my friend I was going to jail. I was terrified.”

Then the police showed up.

“I didn’t want my friends to get in trouble,” he said. “I said they didn’t know I had been drinking.”

The police took him to the Anchorage Correctional Center; his blood alcohol concentration was .196.

They asked about the events of the night; when they were done, he asked for his phone and called his father.

“He told me to stay calm,” Wyatt recalled. “Neither of us realized how serious it was. I didn’t know anyone was seriously injured or anything.”

When the police officer returned, he placed Wyatt under arrest and listed the charges.

One count of driving under the influence, three counts of assault in the third degree, four counts of assault in the first degree, and manslaughter.

He was poleaxed. “I just sat in intake,” he said. “They had me change [into a uniform] and I just kept asking ‘what do I do?’”

He called his supervisor, Air Force Staff Sgt. Corina Arangure.

“I was pretty hysterical,” he said. “I told her the charges, and I asked her to call my parents. And then I sat. They let me walk around, but I didn’t want to be seen. It was my first time in jail.

“It was just over. I felt horrible. I spent the next few hours crying on the floor of the cell. A mental health provider came and asked me about it, and all I could say was ‘someone died. Someone died.’”

He’d driven drunk a few times in high school, but never since joining the military.

He had a career path and a bright future. That’s why he’d used taxis and JBADD.

The young woman he killed, Citari Townes-Sweatt, was 20 years old and out after a similar evening of fun with friends.

“She was the designated driver,” Wyatt said, tears spilling down his face. “And I feel like the trash of the earth. It’s one of those things that’s unforgivable. A lowlife does that, and that’s not me.”

Townes-Sweatt was killed almost instantly in the crash.

Her four passengers sustained serious injuries – which led to the first-degree assault charges. Wyatt’s own three passengers had superficial injuries, adding up to the three counts of third-degree assault.

Air Force Master Sgt. Paul Kodiak was the Communication Squadron’s acting first sergeant. He had known Wyatt as an Airman in another section, but didn’t really meet him until that day in jail.

“The reality of the situation really hit me when that second door closed behind me,” Kodiak said. “He couldn’t answer a lot of things because of the investigation, but he said ‘I’m not that kind of guy, Sergeant Kodiak. I’m a father, and he’s a young man. I sat and talked with him until they kicked me out. It was only about 45 minutes – not long enough.

“I left there empty.”

“THEY SAY THEY FORGIVE ME, BUT IT DOESN’T FEEL RIGHT BEING AROUND THEM. ...I DON’T DESERVE TO BE AROUND THEM.”

## ‘MY OWN PERSONAL HELL’

Wyatt was freed on bail after about six months, and was able to return to work. He had an ankle monitor and a third-party custodian – a guardian who, outside of work, could never leave his side.

Going back was a relief, he said, especially compared to the stress of incarceration. His parents came to visit him, and even at work people didn’t treat him any differently, he said.

“I’m sure people had their opinions, but they kept them to themselves.”

“The Airmen welcomed him back – not exactly with open arms, but they liked him and respected him for the level of effort he put in,” Kodiak said. “They wanted him back.”

Aranguare said Wyatt was a stellar Airman.

“He was excellent; he was definitely on track. He’d ask for ways to improve himself, look for projects to do himself. He’d give anybody the shirt off his back – and he always will. That’s part of who he is.

“He definitely feels all the remorse, the regret, the devastation. All the conversations he’s had with Ms. Townes-Sweatt’s family, there’s been nothing but forgiveness. But as much forgiveness as they’ve given him, and the love, he’s still full of absolute regret and remorse.”

Kodiak said Wyatt frequently spoke to him during the time he was out on bail.

“Several times he came to my office and we’d have conversations,” he said. “It was really sobering. I’m not an emotional guy, but those conversations got emotional.”

Wyatt went online and looked up Citari

Townes-Sweatt on Facebook. He ended up on her mother’s page, looking at posts she’d made and videos she’d linked.

“It was my own personal hell,” he said. “I haven’t talked to her. I don’t know what to say.”

## THE SCREWS TIGHTEN

After awhile, his custodian couldn’t provide the around-the-clock presence the court required, and his Air Force discharge paperwork was nearing completion.

“He started losing hope,” Kodiak said. “His demeanor started changing; I guess he felt the screws were tightening.”

Without the custodian, Wyatt remanded himself back into custody.

“Even as restricted as he was [with the custodian], on base or in his dorm room, he liked that a hell of a lot better than jail,” Kodiak said. “When the discharge was complete, the last thing he asked me was to get his story out. ‘If it saves one Airman, it will be worth it,’ he said.”

Eventually he was moved to the Goose Creek Correctional Center, where he resides for the present.

Even there, Wyatt said, he sees people who knew Townes-Sweatt.

“Every single day I run into people who were affected by it,” he said. “They were dating someone who knew her, or they were friends, or people she knew in high school.

“They say they forgive me, but it doesn’t feel right being around them. I try to avoid being around them. I don’t deserve to be around them.”

He’d heard the safety briefings, seen the videos, been told not to drink and drive.

“I had one rule,” he said. “I planned on following it. But you don’t know what will come up during the night.”

He’d even been at an Airman’s Call where the guest speaker was an Airman who’d gotten a second chance after a DUI.

“I thought, ‘I’m never going to be ‘that guy’,’ he said. “I never thought I’d do it. And then I became that guy.”

If he’d given it any real thought, he said, he knew a DUI could be devastating to his future.

“But hurting someone ... that’s not what you think about. You don’t think you’re going to kill someone.”

“Ninety-nine years is the maximum they could give me,” he said Aug. 7, before his sentencing. “But it’s not the years. That doesn’t matter as much as I killed a young woman. Seeing people so affected, that’s what matters.

“I brought shame on the military, I brought shame on my parents – and those people [in Townes-Sweatt’s car], they’re still recovering from serious things they’ll have to live with for the rest of their lives. I’m just sorry.”

## PAYING THE PRICE

Wyatt pled guilty to a count of murder in the second degree, one charge of assault in the first degree, and a DUI, condensing some of the assault charges in exchange for the upgrade from manslaughter to murder, and was sentenced Dec. 19 to 18 years in prison.

“I hope to get out before I’m 35,” he said in August. With good behavior, a chance at parole may give him that opportunity – but it’s still a long way off.

“Until then, I take it a day at a time. There will be difficulties finding a job. I’ll be a convicted felon, and I know how that looks on a resume. It will be hard to go back to normal.”

He has three brothers, one in the Air Force, and his family has stood by him.

“I thought I’d be disowned,” he said. “It makes it easier, having people – it gives me hope for the future. I’m not going to be by myself.”

In the meantime, after any visit, he has to undergo a full strip-search for contraband before returning to his cell. He makes almost no decisions.

He wakes up between 5:30 and 6 a.m. to go to breakfast, the high point of his day.

After breakfast, he gets an hour of recreation time to work out. Then it’s playing cards with other inmates, watching TV, or reading a book until lunch.

After lunch, there’s more cards or TV, and an hour of afternoon recreation. Dinner. Cards. Bedtime.

“That pretty much wraps up the day,” he said. “I could get up later, but I would miss breakfast.”

He wasn’t raised religious, but he’s learning a bit about faith now, he said. He’s trying to finish his education.

“I pray for her family and friends every night,” he said. “It doesn’t get any better.”

Kodiak, now officially a first sergeant with the 673d Logistics Readiness Squadron, said the two years he has spent in contact with Wyatt have given him a new outlook on his role as an NCO.

“He’s motivated things that had kind of died out in me,” Kodiak said. “Being more alert, not taking things for granted.

“And especially to dig a little deeper, to not stop at the second layer. To know your Airmen – and their friends. You maybe can’t stop them from a bad decision, but you can mentor them, encourage them, inform them.”

Though he is facing 18 years of incarceration, Wyatt said, it’s a life sentence anyway.

“It’s not something that will go away, ever. That seemed like a night that nothing could go wrong. I wasn’t thinking straight.

“I don’t blame anyone else.”







# Guest escort policies change with return of trusted traveler procedures

673d Security Forces Squadron

The 673d Air Base Wing will be implementing significant changes to base access policies Thursday.

The most significant change is the return of a procedure commonly referred to as the “trusted traveler.”

The program will allow Department of Defense common-access cardholders and adult military dependents the ability to escort guests onto Joint Base Elmendorf-Richardson without a visitor pass.

Some of the key rules:

- The escorting member must be the driver of the vehicle
- Guests must remain with their escort at all times
- Guests being escorted between 10 p.m. and 5 a.m. must possess a valid state or federal-issued ID
- Guests who are foreign nationals cannot be escorted on base through the program.

Those using the “trusted traveler” program are responsible for the actions of their guests and their dependents’ guests at all times.

Violation of the rules will lead to revocation of privileges.

The new policies have also increased the duration of short-term passes from seven days to 60.

Long-term visitor passes – those for periods longer than 60 days – still require a visit to a visitor’s center and an issued visitor pass.

Also, the foreign visitor request process has been streamlined for our international guests.

As always, all of these policies are subject to change without notice should there be an increase to the threat, force protection status, or other change in local conditions warranting tighter access-control procedures.

If you have any questions regarding the trusted traveler program, or anything related to visitors on JBER, contact the 673d Security Forces Squadron Base Access office at 552-5665 and select option 2.

# Army leaders engage during virtual town hall

By Lisa Fernando  
Army News Service

WASHINGTON — Chief of Staff of the Army Gen. Ray Odierno and Sgt. Maj. of the Army Raymond F. Chandler III participated in a virtual town hall Tuesday, answering questions from Soldiers on a variety of topics.

The town hall, at Google’s Washington headquarters, started off with a question about U.S. military involvement in the fight against the Islamic State in Iraq and Syria, or ISIS.

About 3,000 U.S. forces are training and advising Kurdish and Iraqi forces. The Iraqi and Kurdish forces will “take the fight to ISIS,” Odierno said.

“We’re starting to see some progress, but it’s going to take a long time. I think this is a two-or three-year process at least that’s going to take us to have some success,” he said.

“Ultimately, it’s their nation and they need to be the ones who fight for it,” Odierno said.

He added there are “no plans to put U.S. forces on the ground other than to do training and advising.”

Additionally, the United States is working on a training program expected to begin this year for the Free Syrian Army. The military is “still determining” how many U.S. forces will be used to train the Syrians, Odierno said.

“We’ll have to continue to assess that and play it by ear,” he said. “I’m not going to ever take off the table that we might not have to put some of our own Soldiers on the ground fighting, but right now, that in fact is not the plan.”

Chandler stressed the importance of Soldiers maintaining their readiness for any mission the Army may need. Soldiers must be prepared to operate in a “vague and ambiguous environment,” he said.

“I would ask that you ensure, based off the resources that you have available, that your Soldiers are as trained as they possibly can to execute the missions that we’re going to ask you to do,” he said.

“We’ll be successful in whatever it is that we ask you to do” if Soldiers maintain readiness and focus on decisive action,” Chandler said.

## Soldiers intact with leaders

The Soldiers who participated in the town hall were from various Army locations throughout the United States and abroad. They asked about promotions, uniforms, and other policy items.

Addressing the topic of sexual assault, Odierno said a culture needs to exist where such abuses are unacceptable.

“It’s about not only sexual harassment, but it’s about our profession, that as Soldiers we should be taking care of each other and watching out for each other,” Odierno said.

“We should not have another Soldier attack another Soldier. That simply to me is unacceptable, incomprehensible actually,” he said.

Chandler underscored the importance of Soldiers watching out for each other -- “We are our brother’s keeper,” he said, adding that upholding Army professionalism includes preventing sexual abuse.

“Our duty is to one another, that’s who we fight for,” he said.

“I believe this challenge can be greatly resolved or reduced if Soldiers recognize

their true professional responsibility, their duty to their fellow Soldier,” he said.

## Budget challenges

The Army is facing the challenge of reducing the size of the force, while balancing readiness and modernization, Odierno said.

“We’ll continue to downsize until ‘18, and until we get to 450,000 in the active component, 335,000 in the National Guard and 195,000 in U.S. Army Reserve,” he said.

The Army will continue to have the best officers and non-commissioned officers, Odierno said.

“We want to promote the right people so we maintain a strong Army,” he said.

The Army’s non-commissioned officer corps, Odierno said, sets the force apart from every other army in the world.

“We want to maintain high standards in our non-commissioned officer corps,” he said. “We want to make sure we’re promoting those who are trained, who are experienced and who continue to lead in the future.”

But as the Army downsizes, it will seek to cut where it can to best reduce its numbers.

There will continue to be officer separation boards over the next few years, Odierno said.

Chandler said the Army will retain the best Soldiers as it reduces in size amid these fiscal challenges.

Soldiers participating in the town hall were from the 173rd Airborne Brigade Combat Team, I Corps, the 82nd Airborne Division, the Maneuver Center of Excellence, U.S. Army Special Operations Command, the Sustainment Center of Excellence, and the 2nd Infantry Division.

# New travel cards to use chip-and-PIN technology

WASHINGTON (AFNS) — Beginning this month, Citibank is issuing chip-and-PIN-enabled government travel cards to new card applicants, individuals whose cards will expire in 2015 and individuals who have reported lost or stolen cards.

This is the first phase in a multi-phase rollout, which will enhance the security and convenience of government travel and pay systems.

The new cards are embedded with a microchip that provides for transaction encryption and an elevated level of authentication.

Chip-and-PIN technology strengthens data security, better protecting cardholders’ personally identifiable information, as well as the government’s sensitive transaction and payment data.

“The cards are yet another tool to combat potential fraud,” said Eric Cuebas, the director of Air Force financial services. “By working together with chip-enabled terminals, they ensure a more secure transaction by validating both the card and cardholder. Additionally, Citi’s chip -and-PIN cards do not use radio frequency functionality and are strictly contact-only cards. Therefore, they are not susceptible to the skimming issue encountered by radio frequency identification cards.”

All cardholders should log into Citi-Manager and review mailing and email addresses and contact information under “My Card Account/Card Maintenance.”

The cardholder can also review their information using the account listing report in Citibank’s custom reporting system.

“This new card change should have



**Chip-and-PIN cards are more secure than older-generation credit cards, offering another way to combat data fraud and identity theft. Beginning this month, government travel cards will use chip-and-PIN technology. (Courtesy photo)**

minimal impact on Airmen,” Cuebas said. “If the current card will expire while TDY, the traveler should update the address at least 60 days prior to the expiration date of the current GTC to ensure delivery of the replacement card to the new address. If the card is not expiring while TDY but the traveler feels they need an early reissuance of the chip card, they should contact their agency program coordinator.”

He urged all Airmen who have questions or unusual circumstances to contact their APC for more information and assistance.

Citibank worked closely with the Defense Travel Management Office and services on the rollout of the new cards.

In the second phase, between July and October 2015, Citi will issue chip-and-PIN

cards for all remaining active accounts (cards used within last 18 months).

Individuals with inactive accounts and cards not used within the last 18 months will be issued a chip and PIN card upon expiration, regardless of the year.

There will be no change to the account number and the three-digit security code for replacement cards and the magnetic stripe can still be used for merchants without chip-and-PIN technology.

“The cards can be used in regions where chip technology is dominant,” Cuebas said. “It is expected U.S. merchants will be adopting chip technology more widely throughout 2015.”

For more about chip-and-PIN cards, contact local your local program coordinator.



**Disposition of effects**

Air Force 1st Lt. Jason Fontenot, 8th Operations Support Squadron, is authorized to make disposition of personal effects of Senior Airman Stephen C. Talley, formerly of the 3rd Operations Support Squadron.

Any person or persons having claims for or against the estate of the deceased should contact Fontenot at (315) 782-4501.

**BAH rates rise in 2015**

Basic allowance for housing rates for Airmen in 2015 will increase around \$17 per month, or 0.5 percent.

Individual rate protection for Airmen still applies; this means even if the BAH rates decline, an Airman who maintains uninterrupted eligibility in a given location will not see a rate decrease.

This ensures Airmen who have made long-term commitments in the form of a lease or contract are not penalized if local housing costs decrease.

**Provider Drive closure**

Civil Engineers are repaving Provider Drive between the Exchange and JBER Hospital through Aug. 15. Local housing will have one-lane access to Wilkins Ave.

The detour uses Westover Avenue/Grady Highway/Zeamer Avenue.

**Utilities upgrades**

As part of Doyon Utilities’ continuing effort to improve and modernize the utility infrastructure, the organization is engaged in a multi-year project to upgrade the JBER-Richardson electrical distribution system to improve system efficiency, reduce service interruptions, and improve personnel safety.

Unfortunately, this work has recently resulted in a series of short power outages. Doyon Utilities regrets any inconvenience this may have caused and is working to avoid unnecessary service interruptions.

Work on this system is expected to continue through 2016. This summer’s work is to improve Spartan substation, which controls and regulates the distribution of electricity throughout the installation and in the past has been a single

point of failure in the electrical network.

To minimize impacts, Doyon is working closely with installation officials to schedule work that could potentially result in an outage for completion during off-peak periods.

If another outage does occur, utilities electrical crews will act quickly to restore service.

When work is completed on the substation this summer, the installation will see an improvement in overall system redundancy and reliability.

**DLA Document Services**

Defense Logistics Agency Document Services duplicates and prints documents.

Document Services documents including black and white, color, large format, photographic prints, engineering drawings, sensitive materials, technical manuals and training materials.

The shop is able to handle the design, printing and distribution of business cards, letterhead, invitations and programs.

Document Services’ Equipment Management Solutions Program provides networked multi-functional devices that print, scan, copy and fax.

Production facilities offer scanning and conversion services for all types of documents.

Document Services also offers Document Automation and Content Services, a service for building digital libraries of content with online access.

Hours of operation are 7 a.m. to 3:30 p.m. Monday through Friday.

For more information visit [www.documentservices.dla.mil](http://www.documentservices.dla.mil), visit the office at 984 Warehouse Street, or call 384-2901.

**U-Fix-It Store**

The U-Fix-it Store is located in Building 706 and is open to all Aurora Military Housing tenants.

Assorted items for maintaining your home may be issued from the U-Fix-It Store.

The items available are subject to change and limits and some may have a cost.

There are also American flag kits and fire extinguishers available. U-Fix-It work includes all home maintenance activities.

Its purpose is to allow the occupant to make minor improvements and repairs to their home and cut down on the number of service orders.

There are two stores located on base.

The JBER-Elmendorf location is 6350 Arctic Warrior Drive and it is open 8:30 a.m. to 5:30 p.m., Tuesday through Friday and Saturday, 9 a.m. to noon and 1 to 4 p.m. (closed for lunch noon to 1 p.m.).

The JBER-Richardson location is Building 706 1st St., open from 8:30 a.m. to 5:30 p.m., Monday through Friday.

A window blind cleaning machine is currently located at the JBER-Elmendorf location.

A “reservation required to use” policy is in place with the priority going to military members PCSing. For more information, call 375-5540.

**JBER Bargain Shop**

The JBER-Elmendorf Bargain Shop, located in building 8515 Saville off of 20th Street, is open Tuesday and Wednesday 10 a.m. to 2 p.m. and the first Saturday of the month 10 a.m. to 2 p.m. Consignments are accepted Wednesdays 10 a.m. to 12:30 p.m.

For more information, please call 753-6134.

**Richardson Thrift Shop**

The JBER-Richardson Thrift Shop, located in building 724, Quartermaster Drive, is open Monday through Thursday from 10 a.m. to 2 p.m., and first and third Saturdays from 11 a.m. to 2 p.m.

Consignments are accepted Tuesdays and Thursdays.

For more information, call the Thrift Shop at 384-7000.

**Priority placement**

The Priority Placement Program and Executive Order 13473 provide non-competitive appointment for spouses of active duty service members, including full-time National Guard and Reservists, who are relocating to accompany their service member during a permanent change of station.

The program allows spouses to register for Department of Defense positions and to be considered for jobs offered internally. Spouses are matched against potential posi-

tions, which meet their qualifications and preferences.

Job placement will vary with each individual. The spouse remains eligible for a maximum of two years from the date of the PCS orders and are in the program for one year.

Military spouses who have never filled a federal position can now register for PPP. This program was previously limited to spouses on a current federal appointment or those who formerly had a federal position.

Military spouses can register at the Civilian Personnel Office at JBER-Elmendorf or the personnel office at JBER-Richardson.

The JBER point of contact is Brenda Yaw at 552-9203.

**Furnishing Management**

The Furnishings Management Office offers 90-day loaner furniture. Appliances may be issued for the duration of the service member’s tour.

FMO typically delivers items as far as Peters Creek or Rabbit Creek. Service members must make special arrangements beyond these areas.

When requesting furniture, service members must provide a copy of their reporting orders.

For JBER-Elmendorf, visit the Capital Asset Management Office at Building 6436, Monday through Friday, 8 a.m. to 4:30 p.m., or call 552-2740.

For JBER-Richardson, visit the Housing Management Office at Building 600, Monday through Friday, 8 a.m. to 4:30 p.m., or call 384-2576.

**Article 139 claims**

A Uniform Code of Military Justice Article 139 claim is a claim against any service member for willfully damaging or wrongfully taking property while the service member is not on duty.

Claimants are eligible to file an Article 139 claim whether they are civilian or military, a business, a charity, a State or local government.

Claims covered by Article 139 are:

- Claims for damage to property inflicted intentionally, knowingly, purposefully, and without a justifiable excuse.
- Claims for property wrong-

fully taken. A wrongful taking in an unauthorized taking or withholding of property not involving a breach of a fiduciary or contractual relationship, with the intent to deprive the owner of the property temporarily or permanently. Claims not covered by Article 139 are:

- Claims resulting from negligent acts such as normal “fender-benders” or other such accidents;
  - Claims for personal injury or death;
  - Claims resulting from acts or omissions of military personnel acting within the scope of their employment (these may be payable as a tort claim);
  - Claims resulting from the conduct of Reserve Component personnel who are not subject to the UCMJ at the time of the offense;
  - Subrogation claims. That is a claim where your insurance company pays you and then seeks reimbursement; and
  - Claims for theft of services.
- Claimants should submit claims within 90 days of the incident from which the claim arose unless there is good cause for the delay.

Your claim must be presented either orally or in writing. If presented orally, the claim must be reduced to a signed writing within 10 days after oral presentation.

Claims should be filed by branch of service.

For claims against Army members, contact the Army claims office in Bldg. 600, Suite 313, at 384-0330. For claims against Air Force members, contact the Air Force claims office in the People Center, Suite 330 at 552-3048.

Claims relating to members of any other branch may be made at the Army claims office and will be forwarded to the proper service.

**Giant Voice testing**

Giant Voice mass notification system testing occurs every Wednesday at noon.

If the announcement is difficult to hear or understand, please call 552-3000.

If the announcement is difficult to hear or understand in any base housing area, please contact JBER at [Facebook.com/JBERAK](https://www.facebook.com/JBERAK).





# Australian exchange pilot recalls road to Raptor cockpit

By David Bedard  
JBER Public Affairs

With his left eye covered, a teenage William Grady peered across the examination room at a stark eye chart, his dream of becoming a Royal Australian Air Force fighter pilot hanging in the balance.

“E,” he said tentatively, identifying the 20/200 letter easily enough before moving on. “F, P, T ... O ... Z ...”

The high-school student slowed down.

As he moved down the chart and drew closer to the 20/20 line, the letters blurred into indistinguishable blobs. Despite practicing for weeks to translate the shapes of those blobs into actual letters, Grady would fail the eye examination at the Newcastle, New South Wales, recruiting station.

His dream was gone.

So how is it that, today, Flight Lt. William “Gradz” Grady, RAAF exchange pilot, flies the F-22 Raptor with the 90th Fighter Squadron at Joint Base Elmendorf-Richardson?

The answer to that question involves the story of his RAAF upbringing, his determination to succeed at every level, and a move to an Alaska base as alien to the Australian as a theoretical outpost on the dark side of the moon.

**‘RAAF brat’**

Grady grew up under wide Australian skies filled with the thunder of RAAF jets. His father and F-111 Aardvark pilot, Air Commodore Anthony Grady, is the commander of the RAAF Air Combat Group,

which administers the air force’s fighter and bomber aircraft.

The younger Grady said he knew he wanted to be a fighter pilot from a very young age, an aspiration that created tension in the family since the elder Grady flew the F-111 – a strike bomber.

Grady’s dream became at risk in Year 9 (roughly equivalent to sophomore year), when he discovered he was nearsighted. At the time, RAAF policy didn’t allow for myopic pilots, even if their vision was surgically corrected. The aspiring aviator said he was devastated.

“It’s demoralizing when you work that hard and you had it in your head for so long,” Grady said. “It was a low point.”

After failing his eye exam at the recruiting station, Grady decided to study medicine at the University of Newcastle Medical School with the aim of becoming a doctor. Though medicine is certainly a respected profession, Grady said he was settling.

“I never really thought of anything else other than being a pilot the entire time I was growing up, until it became clear it just wasn’t going to happen,” he recalled. “I was definitely beginning to grow into the prospect of being a doctor, though.”

Even during his studies, Grady said he called the recruiter to see if the policies changed. Every two months he made the phone call, and every two months he was given the bad news: the policy stood.

Then the policy changed.

**Foresight is 20/20**

Grady said he immediately stopped his studies, abandoning any ambition of becoming a doctor and rededicating all of his efforts into becoming a fighter pilot.

He went to Sydney to have laser eye surgery on his 18th birthday, the earliest he could legally get the procedure done.

The tiny bits of cornea removed by the surgeon’s laser would have an enormous impact on Grady’s life. The recruiting office’s once-fuzzy letters came sharply into focus. But the eye exam was only the first hurdle on the road to a fighter cockpit.

The next step for Grady was the RAAF Flight Screening Program, which is a number of academic and psychological tests as well as leadership and group exercises. A highly competitive process, candidates are ranked before proceeding to the next stage of FSP.

During the screening process, selection officials asked Grady if he was open to becoming an Army or Navy helicopter pilot, broadening his career options and increasing his odds of becoming a military aviator. He wasn’t having any of it. It was fighter pilot or nothing; he was all in.

“I think that is what attracted [the selection committee] to me, was I had a very clear drive [to become a fighter pilot],” Grady said. “That drive might not be there among other 18-year-olds.”

**Grasping a dream**

The RAAF recruiting website pulls no punches in describing where fighter pilots fit in the service’s pantheon of occupations, and how difficult it is for a candidate to eventually get his name stenciled on a fighter.

“Fighter pilots are the elite of the pilot jobs,” a brief on the RAAF website asserts. “Becoming a fighter pilot is difficult – for both men and women. The fighter pilot selection and training process is comprehensive, spanning four years on average ... This ensures the professionalism and very high standards of the select few who graduate as qualified fighter pilots.”

Grady started pilot training with the rather pedestrian piston-engined CT/4 Airtrainer, in which he learned basic pilot skills. The CT/4 covers a relatively sedate two miles per minute, which granted Grady ample time to focus on throttle and control-surface adjustments.

Grady then graduated to the turboprop PC-9, which doubles the closing speed to four miles per minute, stretching the student’s capability to cope with time compression.

Just when Grady was getting comfortable with the PC-9, the student pilot progressed to the Hawk 127, a jet-engined fighter trainer capable of covering seven miles per minute. During this phase, Grady began tactical application for air-to-air and air-to-ground sorties.

“By that stage, you have progressed to the point where it’s just the next step,” the pilot said. “I never found it beyond anyone’s capabilities, but you’re always challenged and that’s the beauty of it.”

Finally, Grady was able to train on a real fighter: the F-18 Hornet. Now called the “Classic Hornet” in light of the newer, larger F-18 Super Hornet, the twin-engine multirole fighter originally entered service with the U.S. Navy and Marine Corps in the early 80s before being selected by the RAAF to replace their French-made Mirage III fighters.

Capable of speeds in excess of Mach 1.8, Grady said the Hornet increased piloting complexity tenfold when compared to the Hawk trainer. It was the challenge he had kept his eye on his entire life.

**‘Seek and strike’**

RAAF Base Tindal is located in the middle of the savanna plains of Australia’s Northern Territory. Located nine miles away is the quiet town of Katherine, population 6,094 as of the 2011 census. Beyond the two interconnected communities, there isn’t a whole lot of note.

Remote as the base may be, Grady said his first assignment there with RAAF No. 75 Squadron was the ideal experience for a junior Hornet driver.

“If you want to learn how to be a fighter

See **GRADY • A-7**



From **GRADY** • A-6

pilot, the Northern Territory is definitely the place to do it, because we have airspace 200 miles wide by 600 miles deep, surface to 60,000 feet supersonic, chaff flare, no restrictions,” he explained. “It’s definitely the place to learn the art of being a fighter pilot, and a lot of the major Australia exercises happen in that airspace.”

During his assignment at Tindal, Grady met his wife, Flight Lt. Christine Grady, an air traffic control officer.

**Fighter combat instructor**

Flying in close formation with his wingman, Grady’s eyes popped back and forth between his radar screen and the horizon. Fast-moving dots indicated bogeys rapidly closing for the merge.

The RAAF Hornets were decked out with inboard and outboard pylons loaded with heavy radar-guided missiles, slowing down the F-18s and negatively affecting their maneuverability. Not the ideal situation to be in for a dogfight during the basic-fighter-maneuver (BFM) phase of the Fighter Combat Instructor Course – the RAAF’s equivalent of the U.S. Air Force Weapons School – at RAAF Base Williamtown.

The inbound jets passed under the Hornets at blinding speed – now identified as U.S. Air Force F-16 Fighting Falcons from Eielson Air Force Base’s 18th Aggressor Squadron flying as simulated enemy “red air.” The F-16s, better known as Vipers, were in a lightly armed configuration, adding to their already-considerable thrust and maneuver advantage over the F-18s. Grady calls the 18th AS F-16s “big mouths,” denoting the fighter’s more powerful General Electric engine and its signature intake.

“We were pretty much in the worst-possible configuration for the BFM – deliberately to stack the odds against us,” Grady said. “That was a big learning curve, fighting clean Block 52 big-mouth F-16s, when you are the most draggy, small-engined fighter you can think of. But in the end, it was great. We learned a lot of lessons and we also had a lot of wins – even in that configuration.”

The scenario perhaps typified Grady’s often arduous journey toward realizing his goals. The process was competitive for him to become a fighter pilot. The process was competitive for him to become a fighter combat instructor. And soon enough, Grady would enter into another competition for a key RAAF billet.

**Raptor bound**

The 90th Fighter Squadron, now stationed at Joint Base Elmendorf-Richardson, has continuously hosted an Australian exchange pilot since 1942. The fact the exchange currently offers F-22 Raptor experience is an added bonus, since the Raptor – the only fully operational fifth-generation fighter in the world – is not exported. The



**Royal Australian Air Force exchange pilot Flight Lt. William Grady, callsign “Gradz,” stands in the 90th Fighter Squadron hangar on Joint Base Elmendorf-Richardson. Australians have continuously assigned exchange pilots to the 90th FS for more than 70 years. (U.S. Air Force photo/David Bedard)**

billet was offered to any fighter pilot who had a lead qualification for a four-fighter formation.

“Which meant that everyone and his dog put the application in to do the F-22 exchange, because it’s definitely the highest-profile exchange we have in Australia,” Grady explained. “Everyone wants to fly the F-22, being the machine that it is. I am very lucky and honored to be selected.”

Grady said the RAAF chose him partly because he had a great deal of fighter experience while still being junior enough for the exchange to pay dividends for years.

Grady reported to the 43rd Fighter Squadron at Tyndall Air Force Base, Florida, for F-22 conversion. Though the Raptor is unlike anything he had every flown, the Australian pilot said learning a new airframe was nothing new.

“That’s the great thing about being a fighter pilot: it’s never boring,” Grady said. “You’re always going to get challenged at every opportunity and no two days are the same. Going to F-22s is no different than going to F-18s, or going to the PC-9. The whole way, it’s one step up at a time.”

Because he had more than 500 hours’ of fighter experience, Grady was able to attend the most expedited of the transition course’s four available training tracks.

“That’s the good part of the course is it acknowledges fast-jet time, and they streamline the process in a very efficient way,” he said. “Instructors there are very proficient at recognizing what your experiences are and working out what is important.”

Something new for Grady was training

with a single-seat fighter. Every aircraft type he had trained up to this point had room for an instructor pilot to mentor and take the controls if necessary. The Australian would spend a lot of time in an F-22 simulator before taking to the air for his first solo ride. As close as the computerized-mockup can get to flying the Raptor, nothing could compare to the real thing.

“When you put the throttles up for the first time, and you actually feel the amount of power the aircraft has, no simulator training can prepare you for that,” he said. “Even having thought about how much it was going to be, you get shocked at the thrust. That’s a massive plus.”

**The Last Frontier**

As exotic as Australia may seem to most Americans, perhaps few things are as exotic to an Australian as snow and the prospect of the mercury dropping to temperatures far below freezing.

“It’s definitely a shock to the system,” Grady said. “We talked about it, and we’re thinking of it as one big adventure. Small things like shoveling snow in the driveway are big to us.

“It’s a culture shock coming from 40 degrees Celsius – 100 degrees in Fahrenheit – heat in Australia. We want to get as much stuff done as possible, so we can go home and say that we’ve experienced the Alaskan lifestyle to the fullest.”

Christine is on a leave of absence from the RAAF, allowing her to focus on raising their 9-month-old son, Jayden, during the pilot’s three-year tour at JBER.

Grady will be busy during the ensuing months working to earn pilot upgrades, which will allow him to give back to the 90th FS as an instructor.

“The intent of the exchange is Australia learns from the USAF and – hopefully, by seeing a different point of view or a different way of thinking – USAF, and particularly the 90th, can glean information from how we do business in Australia as well,” he said.

For now, Grady asks a lot of questions of other 90th FS officers. What is the proper wear of the dice on the flight suit? What is the meaning of some of the artifacts in the squadron heritage room? His inquisitive nature reflects an eagerness to get to know the unit that has hosted his forebears for more than 70 years.

“I am very proud of the history between Australia and the 90th,” Grady elaborated. “It’s very specific. I’m very honored, very keen to continue to learn about the history of the 90th, to live up to the standard of the officers who came before me. There’s definitely an expectation to live up to.”

\*\*\*

Cutting the cold Alaska air, Grady’s F-22 soars over the frozen Cook Inlet. He peers with 20/20 vision at a once-alien landscape, a place he will call home for three years.

He got into the Raptor’s cockpit by way of determination, by way of raising questions in the face of disqualification, by way of striving to be the best pilot he can be.

He pushes the throttle and jets into the dark blue Alaska sky, his eyes sharp and open wide.



# 3rd Wing looks back at ‘tremendous’ 2014, forward to new year

JBER Public Affairs  
Staff report

As a new year starts, the 3rd Wing has already begun to gear up in support of exercise Sentry Aloha, an annual aerial combat exercise focused on offensive and defensive counter measures. However, before they begin the many operations they will support in 2015, Air Force Col. Charles Corcoran, 3rd Wing commander, reflected on the many accomplishments of 2014.

“2014 was a tremendous year for the 3rd Wing,” Corcoran said. “We flew nearly 22,000 flight hours worldwide, maintained continuous alert coverage for the Alaska NORAD Region, and executed the second largest open house in Alaska history, all while caring for 2,200 Airmen during the largest active- duty force-reduction program in 50 years.”

The 3rd Wing began its tremendous 2014 last February by validating its joint and combined capabilities when five U.S. Air Force C-17 Globemaster III aircraft, including one from the 517th Airlift Squadron “Firebirds,” left Joint Base Elmendorf-Richardson for Thailand to drop paratroopers from the 4th Infantry Brigade Combat Team (Airborne), 25th Infantry Division, to the joint and combined exercise Cobra Gold 2014.

Cobra Gold, an annual exercise providing tactical, humanitarian and civil assistance, brought together multiple nations cooperating to support the security and stability of the Asia-Pacific region.

“The reason we have those airplanes is to demonstrate those capabilities. We have crew members that always strive to be outstanding and the Army has Soldiers whose goal is to be outstanding,” said Air Force Col. Tony Schenk, mission commander from the 437th Operations Group at Joint Base Charleston, South Carolina. “In this particular exercise, we strove for perfection together and I think that Col. (Matt) McFarlane (4/25 IBCT commander) and I had a great relationship and we executed it together.”

This past July the men and women of the 3rd Wing also supported Arctic Thunder Open House 2014 and helped JBER give back



**A U.S. Air Force F-15C Eagle and F-22 Raptor taxi during Valiant Shield 2014 in anticipation of operations in a joint airspace environment, Sept. 16, 2014 at Andersen Air Force Base, Guam. Valiant Shield is a U.S.-only exercise, integrating an estimated 18,000 U.S. Navy, Air Force, U.S. Army and U.S. Marine Corps personnel, more than 200 aircraft and 19 surface ships, offering real-world joint operational experience to develop a full range of options to defend U.S. interests and those of its allies and partners. (U.S. Air Force photo/Staff Sgt. William Banton)**

to the local community.

“Really, the draw – besides the show itself – is the spirit of the Air Force and America, represented by the Thunderbirds,” said Air Force Maj. Karl Easterly, 962nd Airborne Air Control Squadron and open house director, prior to the show. “We wanted people to be excited about the Air Force and excited about JBER. It was very much a family-friendly event. We had all sorts of fun, games and food; from bouncy castles to jets, we had it all.”

In September, members of the 90th Fighter Squadron and the 3rd Maintenance Group traveled to Andersen Air Force Base, Guam to participate in operation Valiant Shield. Valiant Shield is a U.S.-only exercise integrating an estimated 18,000 Navy, Air Force, Army and Marine Corps personnel, more than 200 aircraft and 19 surface ships, offering real-world joint operational experience to develop capabilities that provide a full range of options to defend U.S. interests and those of its allies and partners.

Valiant Shield provided a unique mission planning structure due to the geographical separation of the Navy pilots on the aircraft carriers planning operations on shore.

The goal was for all of the pilots to be on the same page, but that’s not always possible, said Air Force Maj. Matthew Miller, 90th Fighter Squadron assistant director of operations.

That’s why it was critical to understand how each other operated – much like building muscle memory. Valiant Shield created that muscle memory. There is always a need for flexibility to ensure the mission still gets accomplished, he added.

This need for flexibility in the face of changes – in plans, tropical weather, targets and objectives – provided an added sense of realism to the execution of Valiant Shield.

“There were a lot of things changing every single day,” Miller said. “For me, personally, I think this was as close to real as you can possibly get. This is how we are going to get to fight in the Pacific. We are not going to have this experience in the type of environment where we are all conveniently at the same base and same mission planning. So [here], we get people and assets from all over the place – and we are expected to fight together.”

At the beginning of November, the 525th Fighter Squadron headed off to Kadena Air Base, Japan , to participate in Exercise Keen Sword.

Exercise Keen Sword is a bilateral field training exercise held biennially since 1986. The exercise is designed to increase the interoperability of U.S. Forces and the Japan Air Self-Defense Force to effectively and mutually provide for the defense of Japan, or respond to a regional crisis or contingency situation in the Asia-Pacific region. Approximately 11,000 U.S.

personnel participated in Keen Sword, including those assigned to U.S. Forces Japan Headquarters, 5th Air Force, U.S. Naval Forces Japan, U.S. Army Japan and III Marine Expeditionary Force.

The forces conducted training with their JASDF counterparts at military installations throughout mainland Japan, Okinawa and in the waters surrounding Japan.

“This exercise is another opportunity for us to work with our Japanese counterparts,” said Rear Adm. John D. Alexander, commander, Battle Force 7th Fleet before the exercise. “We are fortunate they are capable and have the capacity to operate alongside us. The fact that we are able to conduct operations as allies and partners goes to the heart of the training that we do together. We need to continue to focus on our relationship both at sea and in port.”

The 3rd Wing successfully completed this year’s accomplishments tasks while being called upon to host, in conjunction with Eielson Air Force Base, four Red Flag-Alaska exercises this year. An RF-A is a training exercise which puts pilots in combat situations and ensures their ability to thrive in such situations.

“The Joint Pacific-Alaska Range Complex airspace allows aircraft to practice tasks that cannot be accomplished in other areas,” said Air Force Lt. Col. Dylan Baumgartner, commander of the 353rd Combat Training Squadron, Detachment 1, out of Eielson Air

Force Base. “The large volume of sky and lack of population throughout most of the range space allows for full use of aircraft capabilities, such as extended supersonic flight, which isn’t available in most training areas.

In addition to the Alaska units, Air Force units from all over the world participate in Red Flag exercises. All four U.S. military branches are represented and a varying number of international allies take part in each quarterly training.

“In this RF-A [14-3], the U.S. and Australia are the participating nations, but typically we see approximately 16 nations during four exercises throughout the year,” Baumgartner said in August. “All four U.S. services are participating. U.S. Navy and Marine Corps aircraft are flying along with U.S. Air Force aircraft. U.S. Army personnel are involved in operations in and around Eielson and Fort Greeley, Alaska in the landing zones and bombing ranges contained in the JPARC.”

Corcoran summed up the wings accomplishments of 2014 in a simple statement about the future.

“We’re looking forward to continued successes during another busy year for the 3rd Wing in 2015,” Corcoran said.

*(Editors note: Additional reporting by Mass Communication Specialist Seaman Everett Allen, USS George Washington Public Affairs.)*



# Eielson Airmen build bridges with ice, determination

*Thirty-mile stretch of rough terrain means subzero salvation for Red Flag logistics*

By Staff Sgt. Shawn Nickel  
354th Fighter Wing Public Affairs

FAIRBANKS, Alaska — Mother Nature is the Airman who completes this team.

From the first day the Tanana River is frozen enough to walk on, Airmen from the 354th Civil Engineer Squadron’s range maintenance shop drill holes, pump water and let it freeze, layer after layer.

It’s a constant game of hopscotch across sand bars, islands, sloughs, creeks and goliath spans of the main river to build an ice bridge connecting civilization to the Blair Lakes Bomb Range, 33 miles away through the wilderness.

“We don’t always know what we have for ice, so it’s a little sketchy going across at first,” said Shawn Kelly, the 354th CES range maintenance foreman. “Our first day out, we had about 14 inches of ice all the way across. Our goal is to end up with five feet of ice, but after two weeks we were running between 24 and 30 inches.”

Kelly said the challenges really come when the mercury dips to 50 degrees below zero, but the advantages make up for it.

“Ice is easy to make when it’s that cold, but keeping pumps and other equipment running is extremely tough,” he said. “The opposite challenge is when it’s seven degrees like it has been, and we have a flurry, the water doesn’t freeze well, and the snow insulates its warmth.”

To overcome the overwhelming cold on the engines and machinery, they are started prior to leaving Eielson Air Force Base, more than 30 miles away, and run the entire day.

After being in the damp environment, air filters are cleaned daily and everything is lubricated using high-grade grease.

Secondary to the fluctuating freezing temperatures, the few hours of daylight are often accompanied by ice fog, which can make visibility next to nothing.

There are no landmarks on the open ice to keep track of the trail – or each other – so reflective “refrigerator suits” keep these Airmen warm and offer visibility, and a simple trick can guide them home.



**Senior Airman Jerry Mitchell, a heavy-equipment operator assigned to the 354th Civil Engineer Squadron, uses a water pump while constructing an ice bridge in Fairbanks in November. The bridge must be constructed every other year to provide access to the \$20 million range complex used to train pilots from around the world during Red Flag-Alaska exercises. (U.S. Air Force photo/Staff Sgt. Shawn Nickel)**

“Flags. Simple orange flags where we drill holes mark the path,” said Kelly, a longtime Iceman engineer. “It can be clear as day or pitch dark with a great view of the northern lights one minute, then pea soup the next. Getting lost out here could mean not making it home at all.”

The mixed unit of civilians and enlisted Airmen is one of the only teams able to build an ice bridge.

Seasoned retired enlisted members who have stayed in Alaska offer knowledge to the newer service members who often endure the process for the first time.

At most, enlisted members will build three bridges during their Interior Alaska tour.

“There are so many tricks, tips and processes to get this job done safely – these guys definitely know what’s going on,” said Senior Airmen Tyler Dray, a 354th CES range maintenance structures journeyman.

“Even if it’s something they haven’t seen before or we have a suggestion, we all put our heads together to get it done and improve processes.”

Because building the bridge is so unconventional, equipment is sometimes fashioned or improved by hand to overcome the Arctic environment.

This year, sleds to carry pumps and augers across chunk ice miles wide, and drags to flatten snow and compact ice when the weather is too warm, were a chip off the block of what has been developed by range maintenance since 1992.

“One of the best parts of this job is being out here, where hardly anyone will ever go, and getting to build something that will have a huge impact,” Dray said. “Two years of fuel alone would cost a fortune to helicopter [supplies and equipment] in to the range. This bridge hardly costs anything and doesn’t affect the environment either.”

Overall, more than 190,000 gallons of fuel, thousands of cubic yards of lumber and other heavy materials will be delivered, which wouldn’t be feasible by helicopter.

The bridge has to be constructed every other year to provide access to the nearly \$20 million range complex used to train pilots from around the world during Red Flag-Alaska exercises.

A water use permit is obtained from the state and no foreign materials are used during the construction, so as the weather warms in the spring, time washes away any tractor marks and snow berms used to form the ice.

“When we are on land, we leave a layer of snow so we can reduce impact on soil and foliage, but when spring comes and the ice melts, the entire process is washed down the river,” Kelly said. “Next time we start again, the river will be all different, the island’s trees will be bigger and the weather will bring all new challenges.”



# RESOLUTION KICKSTARTS

## JBER agencies show troops ways to save cash

By Chris McCann  
JBER Public Affairs

On many military installations, it's easy to tell when a unit has returned from a deployment – new cars abound on the roads as cash-flush service members enjoy the fruits of their labor.

But many Soldiers and Airmen can get in over their heads with credit – and the overwhelmingly young demographic means many don't know or practice good financial strategies.

There's help available for service and family members on Joint Base Elmendorf-Richardson.

Army Community Services and the Air Force Military and Family Readiness Center can assist with everything from accessing credit reports to helping build nest eggs.

"The first thing is to put yourself in a good position financially," said Doug Armon, the ACS Financial Readiness Program manager. "Have an emergency fund and build a nest egg. That's the number one issue I see. Often, service members are hit with an emergency and then turn to high-interest debt. Everyone needs a thousand or two thousand dollars set aside in case bad things happen, and there are many ways to make that savings happen."

The second step is twofold, Armon said. "The first part of that is to determine what your goals are, because your goals dictate where and how you're going to save or invest," Armon said. "If your goal is to buy a house or car, then a retirement savings account isn't a good choice – so that's of paramount importance. The second part is to consider that very few people stay in the military until retirement. Are you prepared for that transition out of the military? What are you doing for your retirement?"

In a nutshell, Armon said, everyone needs to eliminate debt and build savings in order to be on solid financial footing.

"We work day in and day out with service and family members, getting credit reports and assisting them with both of those issues," Armon said.

Many people have credit issues, some of which they may have long forgotten about, but those issues can cause plenty of trouble – resulting in denial of security clearances, high interest rates on large purchases, and extra deposits needed for off-base housing.

All of the financial services personnel are certified financial planners and credit

counselors, and offer all the same services as any credit counseling organization.

"The only thing we can't do is accept money," Armon explained. "You can't give us payments to give to creditors like you can with some agencies. But we can negotiate settlements with creditors and help you come up with a workable plan."

Credit agencies will often settle unsecured debt – the kind that has no collateral, like a vehicle – for 50 or 60 percent, Armon said. "The only way they make money is if they get money from you – and they can't get it if you're not willing to pay it," he said.

In other words, if a service member is willing to work with the agency, they'll often compromise on the amount and clear the black mark off your credit report.

Spc. Sandra Ervin, a generator mechanic with the Warrior Transition Unit, went to Armon for assistance with an old debt.

"I wasn't really comfortable with calling them, so he did the negotiation on the phone, Ervin said.

"He made an offer, they accepted, and it was done in five minutes. Two days later I had paperwork from the company saying I was clear. It was a big relief; I'd gone to a briefing about it and tried doing it myself, but I was still frustrated, so I wanted to see how it was done in case I ever have to do it again."

The agencies can walk people through the entire process of debt repair, from getting an initial credit report and explaining what it all means, all the way to drafting final letters of closure.

Not only is the service as good as an outside firm, it's also free – which helps keep money in the service member's pocket.

Saving money can be easy in the military, Armon said.

"Many service members go to the buy-now, pay-later furniture stores, and end up paying three to four times as much as they would've paid in cash," he said. "But they could go to one of the thrift stores on the installation, and E-4s and below get furniture for free. It's used, but if you're looking for a couple of dressers for the kids, it's perfect. Absolutely take advantage of the things here – even changing your oil or tires at the Auto Hobby Shop saves you 25 or 30 dollars."

Another great way to save is the Commissary, Armon pointed out. Shoppers can save 30 to 40 percent on their grocery bills by taking advantage of an often-overlooked benefit.

Taking honest stock of where money



**Military programs like Army Community Service and the Air Force Military and Family Readiness Center can teach people how to save money. (Courtesy graphic)**

goes for a month is also a great tool, he said.

"Sometimes people don't realize that they're spending \$300 on cigarettes each month, because they buy by the pack," Armon said. "Or they don't add up the cost of eating lunch at a fast-food place every day. If you pay attention to where your money goes, those little things add up fast."

Saving can be done through the Thrift Savings Program or the Savings Deposit Program, or through any bank – although the military programs offer more interest and some added benefits such as tax-free status depending on whether a service member is deployed.

"The biggest point with savings is to put blocks in your way to accessing it," Armon said. "If you can access it online or with a debit card, there's too much temptation.

Savings accounts should be restricted to face-to-face withdrawals to make sure you're thinking about it."

The military offers plenty of resources for service members and families to repair and build a strong financial foundation, and both ACS and M&FRC offer not only personal services but also briefings and classes about understanding leave and earnings statements, financial readiness before deployments, financial re-integration, and other military issues.

"I spent 22 years in the military," Armon said. "I have a degree in adult education and counseling, but I also learned through the school of hard knocks, and I've been on the other side of the desk, needing assistance. I know the things that can go wrong. We can help."

## Life-changing steps through a life-changing class

By Airman First Class Tammie Ramsouer  
JBER Public Affairs

The path to fitness is delineated by ideals, goals and aspirations. A fitness plan can help those looking to lose weight or live healthier lives navigate toward a better body. However, designing that path and getting to the goal is usually easier said than done.

The Health and Wellness Center provides the Better Body, Better Life program, which is available to military members, retirees, civilians and their family members on Joint Base Elmendorf-Richardson. The program consists of five classes with information on how to lose weight by eating healthier and learning to be physically fit.

"The Better Body, Better Life program has been around since 2011," said Lisa Schuette, 673d Aerospace Medical Squadron health educator and registered dietician.

"The Air Force decided to do trials on the program and asked for volunteers. I was one of about 10 other dietitians around the Air Force who volunteered."

During the trials, the dietitians got together to see what programs were in progress on military installations, such as the Army MOVE! program and combined aspects from each of them to greatly im-

prove the original BBBL program.

"It was a long six to eight months of coming up with ideas, making sure it was consistent and finalizing it," the Michigan native said. The classes include information on portion sizes, sugar intake, hydration and stress levels as well as behavioral and nutritional changes.

The first lesson is about better nutrition, which includes information about portion sizes and calories.

"I also go over hunger scales, which is telling the difference between physical hunger and emotional hunger, otherwise known as emotion cravings," Schuette said.

The second two-hour class is about carbohydrates. Schuette discusses sugars with her class and the difference between natural sugars and artificial sugars. Alcohol and how it affects the health of the body is also a part of the discussion.

"Our third class is about dining out and dealing with slips in the program," Schuette said.

In the fourth lesson, Schuette discusses meal planning, grocery shopping and looking at food labels and sleeping habits.

"The last class is all about relapse, and how to keep your body on the right track," Schuette said.

During each of these courses, the first hour and a half are discussions and the last 30 minutes are



**Lisa Schuette, 673d Aerospace Medical Squadron health educator and registered dietician, instructs a Better Body, Better Life class on Joint Base Elmendorf-Richardson, Dec. 10. The BBBL program is an Air Force weight-management program designed to help individuals who are looking to lose and maintain their weight and live a healthy lifestyle. The program consists of five classes providing information about portion sizes, sugars, reading food labels and maintaining healthier eating habits. (U.S. Air Force photos/Airman 1st Class Tammie Ramsouer)**

physical activity.

"This class really helps people learn about things they may never have thought about before, and having them in groups interacting with each other makes it even better for them."

They feel good learning about healthy living [in groups], Schuette said. "We do get individuals who start in the middle of the program, but everyone is welcome because we go through it all over again when we start the next set of classes, which they are more than welcome to attend."

At each class, every individual participating is weighed and explains their reason for coming to the class.

During the discussions, individuals also write down goals for the week; for example, wanting to eat less fast food, or prepare healthier dinners.

The class impacted one Soldier's life, Spc. Adam Chavez, a food service specialist with the Headquarters and Headquarters Company, 725th Brigade Support Battalion (Airborne).

"I heard about the class through my primary care physician due to

health problems I was having," Chavez said. "My doctor recommended [I] come here to progressively get my health back to where it was one year ago."

Over the year, Chavez has suffered through a concussion and a car accident.

"I suffered from a severe hormonal and chemical imbalance due to the concussion I had," Chavez said. "Shortly afterward, I got ill." Chavez gained weight, his immune system shut down, his sleeping became irregular and he experienced headaches constantly.

"My primary care physician decided to run blood tests after a car accident I was involved in because I wasn't healing like I should have been.

Sure enough, there was some kind of infection in my system," Chavez said. "Not only did they find an infection and cure it, but the blood tests showed I also had a serious depletion of vitamin D. I am now taking injections and supplements of vitamin D to get my health back to where it should be."

The class has shown Chavez what he can do to help himself

get better.

"It has been really helpful for me," Chavez said. "Before the class I would have just eaten a cheeseburger without a second thought and felt horrible after eating it, but now [I know] that it isn't good to feel that way."

Chavez says he feels much better than ever, after learning simple tricks for eating healthier.

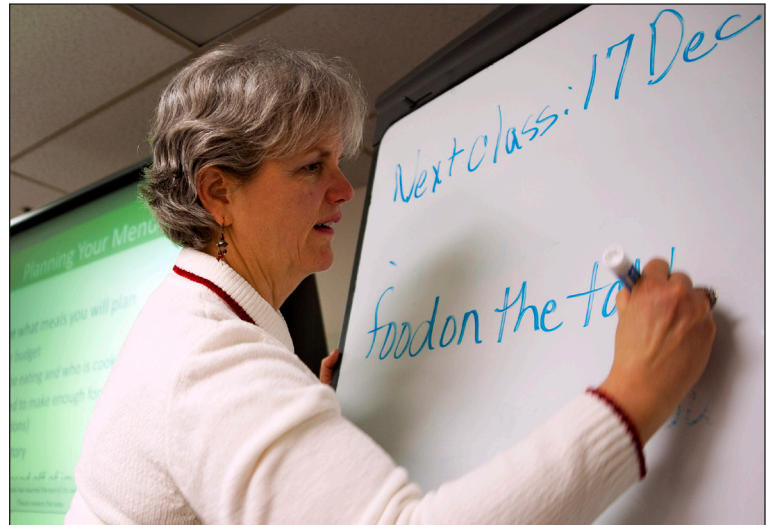
"Although this is my third class, I am able to make better choices about food and take notes from the bits of information I didn't even know before," Chavez said.

"Even as a cook, I thought I was eating healthy but [the instructor] specified there were a lot of things I was doing wrong, so my idea of healthy was not so healthy."

The class is currently available every Wednesday at 9:30 a.m. for anyone with access to JBER looking for a better body and a better life.

"I highly recommend this class to anyone wanting to lose weight, or definitely trying to get into better health," Chavez said.

For more information about the Better Body, Better Life program, call 552-5029.



**Lisa Schuette outlines key points during a Better Body, Better Life class Dec. 10. The class is open to military members, retirees, civilians and their family members on JBER.**



Chaplains love to give their faith away

Commentary by Air Force Chaplain (Maj.) Steven R. Richardson  
673d Air Base Wing Chaplain

As John walked from the flight line to his dorm room, he began com posing a suicide note. He had made a huge mistake at work that would cost him his military career, he was failing in school, and his relationship with his girlfriend had ended the day before. He felt like a total failure.

Worse yet, no one around him seemed to notice or care. His roommate heard about the

mistake at work and was worried about John. He got permission to leave work to check on him, and he encouraged him to call me, his unit chaplain.

John promised he would, but depression had too strong a grip on him and clouded his judgment. John never called.

His roommate returned an hour later and found John preparing to take his own life. The roommate called the first sergeant, who took John to the emergency room.

I'll never forget walking into John's

hospital room the next morning. John greeted me with a hug.

Before I could even ask what had happened, he said, "Chaplain, I forgot how much God loves me."

We've all had times when we felt unloved and unappreciated, when everything around us seemed to be falling apart, when we just couldn't seem to do anything right.

In such times of personal crisis, frustration and depression, it's easy to forget that God loves us and has a special plan and purpose for our lives.

For some, the Christmas holiday was a time of family celebration and joy; for others it was just another reminder that they

are thousands of miles from the ones they love most.

For me as a chaplain, Christmas is an annual reminder that God loves us so much that he sent us his only son.

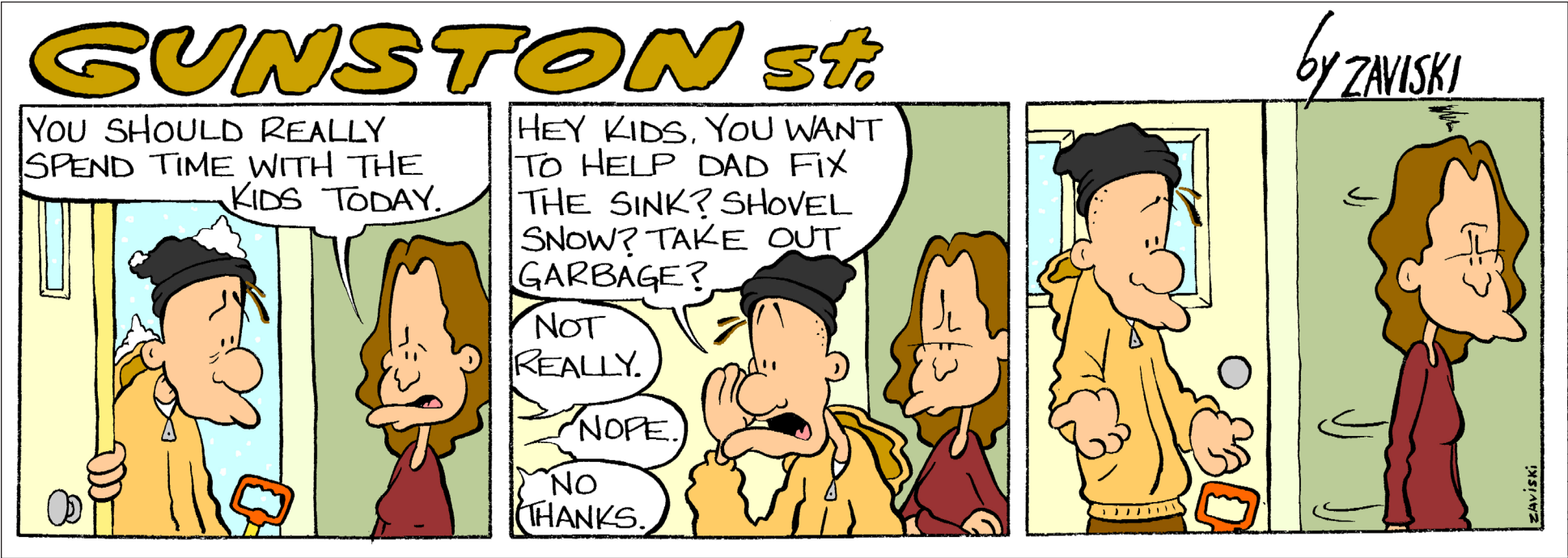
Things can be tough at JBER this time of year. In the extended darkness of the cold Alaska winter, it's easy to miss the light of God's love.

But God's light is here if we look for it. In fact, God's love sometimes shines brighter here than any other place in the world.

If you ever need a winter pick-me-up or a reminder of how much God loves you, talk to a JBER chaplain. We can help you.

Chaplains love to give their faith away.

Chaplain, I forgot how much God loves me."



JBER saves through alternative energy

By Air Force Staff Sgt. Robert Barnett  
JBER Public Affairs

In today's technological age, no matter what medium is used, most modern conveniences require energy to operate. The U.S. as a whole largely relies on natural gas, coal and oil for energy. Alaska has fairly unique requirements due to the arctic environment.

The federal government has set goals to lower costs and save energy. Everyone can do their part to help, and Joint Base Elmendorf-Richardson is taking steps to do its.

The Anchorage municipal solid waste landfill, adjacent to base, collects and burns landfill gas to comply with regulations in the 2005 Energy Policy Act.

The gas is primarily methane, and the JBER Landfill Gas Waste-to-Energy Plant generates more than 56,000 megawatt hours, or 26.2 percent of JBER's electrical load.

The plant ensures JBER will exceed renewable energy goals established by EPA executive order. These mandates require federal agencies use renewable energy to meet at least 7.5 percent of total electric consumption.

Because the generator plant is located on JBER, the installation is able to double-count credit at 52.4 percent, or nearly seven times the goal.

"We're looking at [future] options," said Richard Hiatt, 673d Civil Engineer Squadron energy manager. "We're looking into a means of getting wind power. There are also various ways to harness power from the tide. Solar power is an option, but it doesn't work well in Alaska; we've done studies to install solar panels – I did the calculations and the benefits are just not there."

"Right now, we're saving between a third and half of the electrical costs, just on the Richardson side," said Morgan Benson, 673d CES energy performance specialist. "The final goal is to create as much energy as you are using, called net zero energy use."

The goals are the same all the way up the chain, he said. Achieving those benefits more than just JBER. PACAF, the Air Force, the Department of Defense and the federal government as a whole benefit, Benson said.

"If one base does more than their fair share, it really benefits all the way around," he said. "That's why this methane gas was such a big deal – it's more than just one year

of savings; it was about 30 percent of the base as a whole." The federal requirement is to reduce energy consumption by 30 percent in 2015.

Currently, there is the capacity to generate 50 percent of the power requirements on JBER-Richardson and 25 percent of the needs for the entire installation. In the years 2016 and 2017, an estimated 1.4 megawatts of power will be added, and in the near future, another unit will add an additional 1.4 megawatts of power to the installation. It's going to continue to grow based on the rate of gas at the plant, Hiatt said.

"For example, many homes use 60 watt bulbs – I think JBER is using about 600,000 of those 60 watt bulbs annually," Benson said. "One megawatt essentially will run 1,000 homes that are consuming 1,000 kilowatts each."

Other means of saving energy include automating resources, such as motion-detecting lights and water faucets.

People tend to leave both running, which adds up in wasted energy and costs, and automating them to turn off when not being used removes the human error, ultimately making up for the cost of upgrading the equipment.

The energy team is looking at the insulation of existing buildings, Benson said. "We're [also] changing out lights as fast as we can. It's easy, convenient and [results in] big savings."

Residents of the installation can take some basic steps to help save costs and make energy go as far as it can. Facility managers, or other representatives designated by the squadron and tenant-unit leadership, will be responsible for ensuring compliance with JBER energy policies.

In the latest policy letter signed by Air Force Col. Brian Bruckbauer, JBER and 673d Air Base Wing commander, ways to conserve energy include setting building thermostats no higher than 70 degrees during duty hours and no higher than 65 degrees during off-duty

hours in administrative buildings. In shops and warehouses – not hangars – set building thermostats no higher than 65 degrees.

Turn off all copiers, computer monitors, printers, computer speakers and other computer peripherals at the end of each duty day (but not) computers. Mission-essential computers and office equipment should remain in operation.

Personal refrigerators intended for only one person's use are prohibited in work/office areas. Large and old refrigerators should be retired or used only for large functions requiring temporary food storage.

Review procedures within your unit to turn off unnecessary interior or exterior lighting that may be left on routinely, especially during periods of extended daylight. End-of-day facility checks should include procedures to turn off any lighting not necessary to meet mission, safety or security requirements.

Turn off lights where possible in unoccupied areas during the day. Maximize ambient, outside light and task lighting to safely illuminate areas.

Exterior lights that remain on during the periods of daylight, called "day burners," are prohibited. If controlled by photocells which no longer shut the lights off during daylight hours, facility managers should report them to the 773d CES customer service office at 552-3726/3727.

Purchase only compact fluorescent lamps or LED lamps for replacement of burned-out incandescent light bulbs. Contact your energy conservation office before purchasing any CFLs.

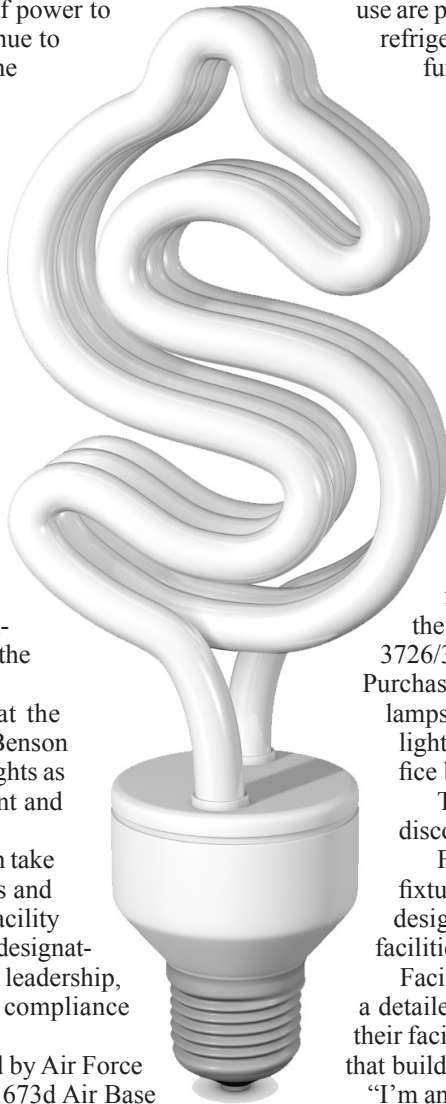
The use of portable space heaters is highly discouraged.

Facility managers should be aware that LED fixtures will be considered in new construction designs for office, warehouse and maintenance facilities, and exterior lighting.

Facility managers also have the option to produce a detailed list of the incandescent bulbs or CFLs in their facility. The 773d CES energy team will include that building in the next LED lamp purchase.

"I'm an Engineer – we build things. That's what we love to do," Benson said. "It stays challenging."

Please contact 773d CES customer service at 552-3726/3727 or [JBEREnergy@us.af.mil](mailto:JBEREnergy@us.af.mil) for more information.



WINTER WONDERLAND

Michelle Bondi pauses to enjoy the scenery after taking a photograph at Eagleleglen Fitness Park on Joint Base Elmendorf-Richardson Tuesday. Bondi's husband, Air Force Staff Sgt. Zachary Bondi, is a communications technician assigned to the 962nd Airborne Air Control Squadron. (U.S. Air Force photo/Justin Connaher)



**FRIDAY**  
**Push/Pull Competition**

Think you have push-up and pull-up game? Sign up from 3 to 6 p.m. for the 3rd Annual Arctic Warrior Push/Pull Competition taking place Saturday at 10 a.m. in the Buckner Physical Fitness Center. A mandatory meeting for all lifters will take place Saturday at 9 a.m. For information, call 384-1308.

**Paper Snowflakes**

Create your own snow indoors where it's always warm. Join us at 4 p.m. for Arts and Crafts at the Two Rivers Youth Center. For information, call 384-1508.

**Spades Tournament**

Calling all card-sharks: the tourney starts at 6 p.m. at the 907 Sports Bar and Grill. For information, call 384-7619.

**Gallery of Ice Competition**

Come see ice transformed into works of art. The ice carving competition starts at 9 a.m. with carvers working throughout the weekend to complete their sculptures by 5 p.m. Sun. Sculptures will be on display at the Crystal Gallery of Ice in Town Square until they melt, and can be viewed anytime on Flickr.

**9-Ball Tournament**

Shoot pool at the Fire Pit from 7 to 9 p.m. There will be prizes for the top ten winners; stop in to see what's new. For information, call 384-7619.

**Country Boogie Bowling**

Do you like to bowl? Do you enjoy country music and dancing? Bowl and dance under the neon lights during Country Night from 11 p.m. to 1 a.m. at the Polar Bowl. For information, call 753-7467.

**Air Force vs. Army hockey**

Army and Air Force teams face off against each other at the Sullivan Arena starting at 2 p.m. Admission is free for service members. For information, email [mary.m.rall.civ@mail.mil](mailto:mary.m.rall.civ@mail.mil).

**UAA military appreciation hockey game**

The University of Alaska-Anchorage Seawolves host this hockey game at the Sullivan Arena starting at 9 p.m. Admission is free for service members.

For information, email [mary.m.rall.civ@mail.mil](mailto:mary.m.rall.civ@mail.mil).

**SATURDAY**  
**Snow machine tour**

Head to Petersville on a guided snow machine tour from 7 a.m. to 4 p.m. Sign up at JBER-E Outdoor Recreation Center.

Helments will be provided. Bring your own lunch. Tour will depart from JBER-R Outdoor Recreation Center. Trips must meet minimum sign-up requirements and are subject to change due to weather conditions.

To sign-up or for more information, call 552-2023 or 552-3812.

**American Girls Social Club**

Meet us at the JBER Library for an exciting American Girls Social from 1 to 2:30 p.m. Bring your favorite doll and make some crafts to take home and cotton candy for a sticky treat.

For information, call 384-1640.

**Sports Trivia**

Think you know more about sports than your battle buddy? Test your knowledge at the 907 Sports Bar and Grill from 6 to 9 p.m. For information, call 384-7619.

**Push/Pull Competition**

Need some motivation to fuel your New Year resolutions? Come watch the 3rd Annual Arctic Warrior Push/Pull Competition. Lifting begins at 10 a.m. in the Buckner Physical Fitness Center.

For information, call 384-1308.

**JAN. 12**  
**Triathlon Sign-ups**

Sign-ups for the annual indoor triathlon begin at the front desk of the Elmendorf Fitness Center. The triathlon begins at noon on Jan. 23.

Heats will be assigned the day of the event (run, swim and bike); farthest overall distance wins. Prizes awarded for first and second place, male and female. T-shirts will be given to the first 30 to sign up.

For information, call or visit the Elmendorf Fitness Center, 552-3622.

**JAN. 12 THROUGH 16 AND 26 THROUGH 30**  
**TAP Seminar**

The Transition Assistance Program Goals, Plans and Success (GPS) seminar will take place Mon. through Fri. 7:30 a.m. to

4:30 p.m. at the Air Force Transition Center.

Please call 552-6619 to register.

**JAN. 14**  
**Give Parents A Break**

Newly arrived or have a deployed spouse and need child care for a few hours? The Katmai Child Development Center and Ketchikan School Age Program host this program Fri., Jan. 16 from 7 to 11 p.m.

Participants must first register no later than Wed. Jan 14 at Central Registration in Bldg. 600, room 160.

For information, call 384-7330.

**JAN. 15**  
**Youth Indoor Soccer**

The registration deadline for the upcoming indoor soccer season for kids age 5 to 14 is Jan. 15th. The season starts Feb. 2 and runs through Apr. 3. All participants must be registered with Youth Programs and have a current sports physical.

Register at Kennecott or Two Rivers YC or call 552-2266 or 384-1508

**Youth Soccer Coaches**

JBER Youth Programs is seeking coaches for the upcoming indoor soccer season.

For more information please call Kennecott YC, 552-2266.

**Strawberry Ice Cream Day**

Celebrate National Strawberry Ice Cream Day with us at 4 p.m. at the Kennecott Youth Center.

For more information, call 552-2266.

**FEB. 21**  
**Iron Dog race start**

The world's longest snowmachine race starts for the first time in Anchorage and runs through Joint Base Elmendorf-Richardson. Festivities kick off at 9:30 a.m. on Fourth Ave. with a parade, kids' events and much more.

For information, visit [iron-dograce.org](http://iron-dograce.org).

**FEB. 27 THROUGH MARCH 8**  
**Fur Rendezvous**

Anchorage's largest winter festival is back for its 80th year with all the zany events and activities.

Run with the reindeer, race outhouses, shop for furs or watch the sled dog teams race downtown

– or bundle up for carnival rides. Events, dates and times vary; visit [furrondy.net](http://furrondy.net) for information.

**ONGOING**  
**Alaska Zoo Lights**

Thurs. through Sun. until Jan. 31, Zoo Lights occurs every night from 5 to 8 p.m. Hours change in February. Check out zoo residents under a canopy of lovely lights.

For information, visit [alaskazoo.org](http://alaskazoo.org).

**AER scholarships**

Army Emergency Relief is taking applications for scholarships. Scholarships are available for children, spouses and other dependents of active, retired and deceased Soldiers. Applications and instructions are available at [aerhq.org](http://aerhq.org).

For information, call 384-7478.

**Conservator's Corner**

Go behind the scenes at the Anchorage Museum and see conservators in action. Ask questions while they repair objects at a mobile conservation station, and learn how they maintain displays, from 11 a.m. to 1 p.m.

For information, call 929-9200.

**Protestant Women of the Chapel meetings**

Women are invited to meet with the Protestant Women of the Chapel. Bible studies are Tuesdays at 9:30 a.m. at the Arctic Warrior Chapel, JBER-Richardson.

For more information, email [jber.ak.pwoc@gmail.com](mailto:jber.ak.pwoc@gmail.com) or call 384-1461.

**Model railroading**

The Military Society of Model Railroad Engineers meets at 7 p.m. Tues. and 1 p.m. Sat. in the basement of Matanuska Hall, Room 35.

Anyone interested in model railroading is invited.

For information, call 552-4353, visit [trainweb.org/msmrrr](http://trainweb.org/msmrrr) or email [bjorgan@alaska.net](mailto:bjorgan@alaska.net).

**Wired Cafe for Airmen**

The Wired Cafe at 7076 Fighter Drive has wireless Internet access and programs for Airmen in the dorms. There are free meals Fridays at 6 p.m. For information, call 552-4422.

## Chapel services

**Catholic Mass**

**Sunday**

**8:30 a.m.** – Arctic Warrior Chapel (formerly Soldiers' Chapel)

**11:30 a.m.** – Midnight Sun Chapel (formerly Chapel 1)

**Monday and Wednesday**

**11:40 a.m.** – Arctic Warrior Chapel

**Tuesday and Friday**

**11:30 a.m.** – Midnight Sun Chapel

**Thursday**

**11:30 a.m.** – Hospital Chapel

**Confession**

30 minutes before Mass at the chapel in which Mass is being celebrated, or anytime by appointment. Call 552-5762 or 384-5907

**Protestant Sunday Services**

**Liturgical Service**

**9 a.m.** – Heritage Chapel

**Gospel Service**

**9:30 a.m.** – Midnight Sun Chapel

**Community Service**

**10:30 a.m.** – Heritage Chapel

**Collective Service**

**11 a.m.** – Arctic Warrior Chapel

**Contemporary Service**

**5 p.m.** – Midnight Sun Chapel

**Religious Education**

For religious education schedules, please call the Religious Operations Center at 552-5762 or 384-1461.

**Open badminton**

Grab your racquet and shuttlecocks and go to the Spenard Recreation Center from noon to 2:30 p.m. Saturdays. All levels and ages are welcome to play. For more information, call 343-4160.

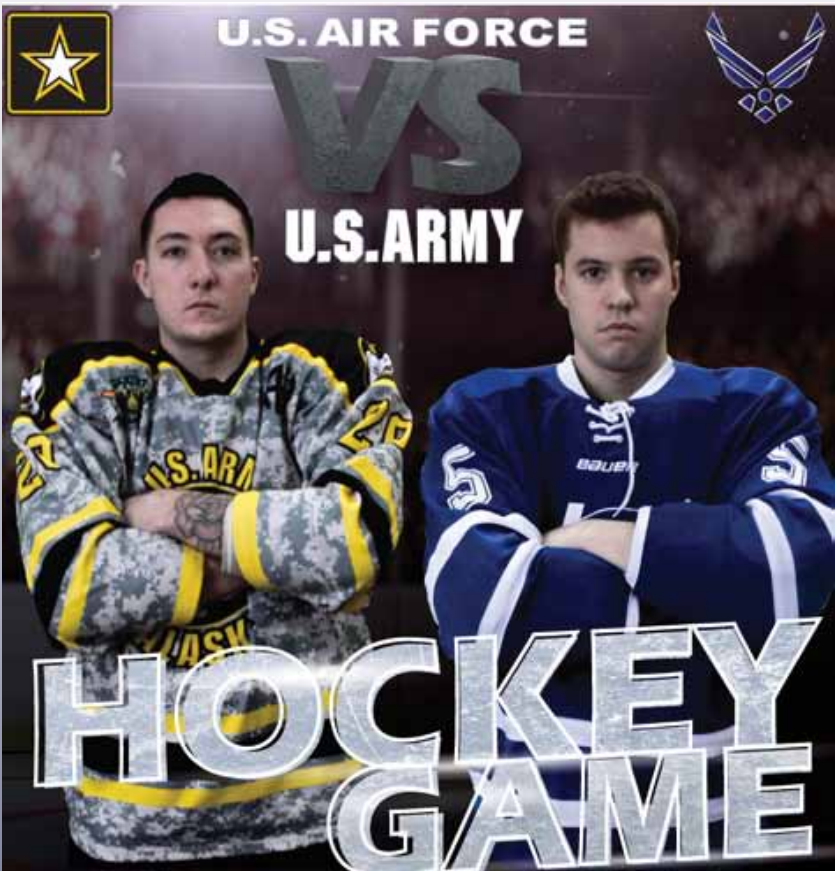
**Storytime for Toddlers**

Pre-school-aged children can join zoo staff for stories about an animal, followed by meeting animals featured in the story, starting at 10:30 a.m. Mondays at the coffee shop.

For information, email [camp@alaskazoo.org](mailto:camp@alaskazoo.org).

## 673d FORCE MWR events & activities

# SUPPORT SQUADRON



**U.S. AIR FORCE VS U.S. ARMY HOCKEY GAME**

**JANUARY 9 AT THE SULLIVAN ARENA**

**GAME: 2 - 4 p.m.**

**Doors Open at Noon: For DOD Card Holders & Family**

**FREE Admission & Parking**

POC: Mary Rall, 632-3011

**SHOOT THE PUCK Challenge**

Get your ticket at the door for a chance to be selected to "SHOOT THE PUCK" for a chance to win a NEW 2014 Silverado Double Cab 4X4. One ticket per person, 18 & Older. Shoot the Puck will be held at both intermissions!

**CHEVROLET OF SOUTH ANCHORAGE**



**Information Tickets & Travel**

ITT will be closed January 1, 2, & 19

**Winter of Wonder**

Our annual Winter of Wonder is going on! Stop in to purchase your tickets and possibly win tickets! Disclaimer: 673 FSS employees not eligible.

**ACES Hockey Tickets**

Get your tickets for the Alaska Aces Hockey Games at ITT. Pick-up your tickets now for the January games!

**UAA Hockey Tickets**

Get your tickets for the UAA Hockey Games at ITT. Tickets are \$9.

**Discounted Alyeska Lift Tickets**

Are you ready for some skiing & riding? Discounted Alyeska Lift tickets are available at your JBER ITT for all ages 8 & up. Monday - Thursday tickets are \$23. Friday, Saturday, Sundays, & Holidays tickets are \$50.\*\*\*

\*\*\*FOR THE 2014 - 2015 SKI SEASON\*\*\* ALL TICKET VOUCHERS ISSUED BY ITT MUST BE USED ON THE DATE SPECIFIED ON TICKET. WE CAN ONLY SELL A MAXIMUM OF 25 TICKETS PER DAY. THE WHOLE MOUNTAIN MUST BE CLOSED ALL DAY FOR LIFT TICKETS TO BE REFUNDED OR EXCHANGED. IF THE TICKETS ARE LOST OR STOLEN, THEY WILL NOT BE RE-ISSUED. ALL TICKET SALES ARE FINAL.

**\*\*All Prices and dates are subject to change without notice!\*\***



**907 SPORTS BAR & GRILL**

**Spades Tournament**

**January 9 6 p.m.**

**Bldg. 655 Top Two Teams 384.7619**

**Win Bragging Rights & Prizes**

The 673d Force Support Squadron, Joint Base Elmendorf-Richardson, Alaska (JBER) provides a wide variety of programs, including MWR events and activities, supporting our joint base active duty military members, DoD civilians, retired military members, National Guard/Reservists and their family members.

We are proud of the quality and range of services our FSS professionals bring to our JBER community. The squadron offers hundreds of trips, programs, classes, and special events organized to bring amazing opportunities to our military and their families living in Alaska.

The 673d Force Support Squadron Marketing & Publicity Office's Mission is to expand participation and awareness of 673d Force Support Squadron programs and activities through sound and innovative marketing practices.

We welcome your ideas and suggestions. Please send them to the Marketing Office through email to [673FSS.Marketing@us.af.mil](mailto:673FSS.Marketing@us.af.mil).

Interested in receiving the 673 FSS Weekly Bulletin directly to your personal email?

Please click the link on our website: [www.elmendorf-richardson.com](http://www.elmendorf-richardson.com).



**We Love Our Customers!**

**You could win an FSS Gift Card for submitting an I.C.E. Comment.**

Please consider submitting an I.C.E. Comment if you see an FSS Facility or Staff Member that should receive special recognition.

Please include your contact information so we may reach you if your comment is selected.

~673 FSS Marketing & Publicity

**ICE**

[www.elmendorf-richardson.com](http://www.elmendorf-richardson.com)





<http://www.elmendorf-richardson.com>



Stop by and see us!  
[www.facebook.com/JBER673FSS](http://www.facebook.com/JBER673FSS)





# Birth Announcements

**B-4** ARCTIC WARRIOR

January 9, 2015

**DEC. 1**

A son, Warren Alexander Chamblin, was born 20.5 inches long and weighing 7 pounds, 2 ounces at 3:46 p.m. to Cristina Itzel Chamblin and Pfc. Alexander Jacob Chamblin of the 3rd Battalion (Airborne), 509th Infantry Regiment.

**DEC. 2**

A daughter, Evangeline Mary Lutz, was born 18 inches long and weighing 5 pounds at 6:31 p.m. to Brenda Ann Lutz and Theodore M. Damour.

A daughter, Samantha Aguinaldo Martin, was born 19 inches long and weighing 6 pounds at 4:57 a.m. to Marjerine Goodale Aguinaldo of the 673d Force Support Squadron and Teddy Milton Martin.

**DEC. 3**

A daughter, Kiera Trinity Lynn Sotelo, was born 20 inches long and weighing 7 pounds, 5 ounces at 5:24 a.m. to Monique Sotelo.

**DEC. 4**

A son, Christian Lauren Harris, was born 20 inches long and weighing 7 pounds, 12 ounces at 12:51 p.m. to Diamond Suzanne

Harris and Sgt. Brandon Rakeem Harris of the 725th Brigade Support Battalion (Airborne).

**DEC. 5**

A son, Trishtian Je'Sean Asare, was born 21 inches long and weighing 7 pounds, 13 ounces at 3:42 p.m. to Christina Marie Asare and Spc. Kwabena Owusu Asare of the 1st Battalion, 17th Infantry.

**DEC. 19**

A daughter, Kiyah Lore-Ann Pugh, was born 22 inches long and weighing 8 pounds, 4 ounces at 4:35 p.m. to Tyshieka Kiel and Spc. Joseph Robert Pugh of C Company, 307th Expeditionary Support Brigade.

A son, Noah James Montemayor, was born 20 inches long and weighing 7 pounds, 9 ounces at 7:47 a.m. to Amanda Kathleen Montemayor and Army Staff Sgt. Jonathan Montemayor of the 95th Chemical Company, 17th Combat Sustainment Support Battalion.

**DEC. 23**

A son, Jaiden LaTrell Coates, was born 21 inches long and weighing 8 pounds, 8 ounces at 9:36 p.m. to Charnell Lee Coates

and Air Force Staff Sgt. James Adrian Coates of the 3rd Maintenance Group.

**DEC. 24**

A daughter, Ansley Irene O'Neill, was born 19 inches long and weighing 7 pounds at 12:24 a.m. to Heather SueAnn O'Neill and Spc. Shane Anthony O'Neill of C Company, 307th Expeditionary Support Brigade.

A son, Liam R.K. Tilley, was born 19 inches long and weighing 5 pounds, 5 ounces at 10:32 a.m. to Sadie Jay Tilley and Senior Airman Jonathan Wayne Tilley of the 3rd Aircraft Maintenance Squadron, 525th Aircraft Maintenance Unit.

A daughter, Karisma Josephine Van Allen, was born 20 inches long and weighing 6 pounds, 2 ounces at 11:51 a.m. to Robin Kay Van Allen and Air Force Staff Sgt. Kristopher Joseph Van Allen of the 381st Intelligence Squadron.

**DEC. 26**

A daughter, Alice-Jo Grace Lewis, was born 21 inches long and weighing 7 pounds, 2 ounces at 4:41 a.m. to Senior Airman Aubrey Lynn Synder-Lewis of the 381st Intelligence Squadron and Nicholas James Lewis.

A son, Dustin Robert Perry, was born 21 inches long and weighing 8 pounds at 9:49 a.m. to Senior Airman Erin N. Perry of the 673d Dental Squadron and Air Force Staff Sgt. Kyle A. Perry of the 773d Civil Engineer Squadron.

**DEC. 27**

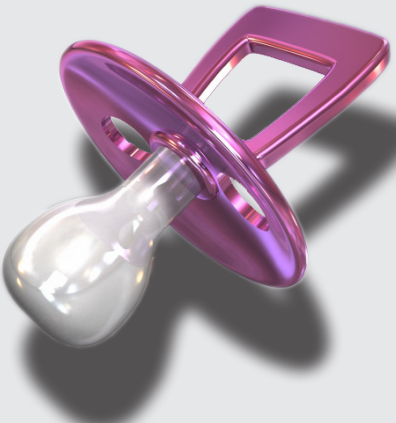
A daughter, Maxime Francis Heil, was born 20 inches long and weighing 7 pounds, 12 ounces at 1:43 p.m. to Grace Alexander Heil and Sgt. Brett Patrick Heil of the 1st Battalion (Airborne), 501st Infantry Regiment.

**DEC. 28**

A son, Maverick Xavier Morrison, was born 19 inches long and weighing 7 pounds, 10 ounces at 12:35 p.m. to Sgt. Crystal Princess Morrison and Sgt. Mark Van Morrison both of the 109th Transportation Company, 2nd Engineer Brigade.

**DEC. 31**

A daughter, Natalie Paige Rosko, was born 21 inches long and weighing 7 pounds, 11 ounces at 12:19 p.m. to Olivia Jacqueline Rosko and Air Force Staff Sgt. Jacob Daniel Rosko of the 673d Surgical Operations Squadron.



## JBER's first born of 2015

Army Staff Sgt. Jason Napolsky, 4th Quartermaster Detachment, 725th Brigade Support Battalion (Airborne), and his wife Tracy welcome their daughter Autumn on Jan. 1. Autumn was the first baby born at the JBER hospital in 2015. (U.S. Air Force photo/Staff Sgt. William Banton)



# Airman continues the family business

By Air Force Staff Sgt. Robert Barnett  
JBER Public Affairs

Dana Walker is from a family focused on science. Her father and her siblings have careers in different sciences and Walker herself chose to become a meteorologist in the Air Force.

“I could have done practically anything and I picked weather,” said Air Force Staff Sgt. Walker, 3rd Operations Support Squadron weather forecaster at Joint Base Elmendorf-Richardson, Alaska. “I was like ‘atmospheric science – that sounds pretty awesome.’”

Walker said she welcomed the Air Force’s opportunity to get out of her farming hometown, and instead found herself at Keesler Air Force Base, Mississippi, for eight months of technical school. She then was stationed at Scott Air Force Base, Illinois. The science-based job helped her keep a sense of the family business.

“My dad’s kind of a rock nerd, or at least used to be, so he kind of had ground science covered,” she said. “My dad’s a geologist. He was always really enthusiastic about science career fields. He wanted us to grow up to be doctors, to look at the world in kind of a scientific manner and ask why.”

Some meteorologists become Special Operations Weather Technicians, an expeditionary version of the career field known for keeping an eye to the sky in combat environments.

“I thought that’s what I [would be] doing, and it’s not,” she said. “I had to start somewhere.”

She gained job experience forecasting weather for the East Coast before applying for a special duty assignment with the Air Force Honor Guard.

“It was really interesting,” she said. “I went to the D.C. area and could see the weather forecasts were true and I wasn’t just making things up. I [served in the Honor Guard] for a few years, and then came back into weather. The honor guard was hard physically, but it was great.”

Now stationed at JBER, Walker has had her first overseas experience.

“I just got back from a deployment in South America,” she said. “We supported an intelligence unit for the Army.”

Her mission was to watch for thunder storms. “Every time a storm would come through our little base, the power would cut



**Air Force Staff Sgt. Dana Walker uses a kestrel meter to gauge wind and temperature readings from the official observing location, the most unobstructed view of the airfield, painted on the runway at Joint Base Elmendorf-Richardson, Alaska, Dec. 28. Walker is a weather forecaster assigned to the 3rd Operations Support Squadron. (U.S. Air Force photo/Staff Sgt. Robert Barnett)**

off,” she said. “We’d have to get a forecast from outside of the power grid.

We’d go outside, take observations and get elbow-deep in the rain and bugs and everything else out there.

“It’s really an interesting mission because it’s so different from [the Pacific Air Forces] and up here where we forecast predominantly for rain and we get maybe one thunderstorm a year.

Having a thunderstorm mission was really fun and exciting as far as the weather aspect goes.”

Having returned to JBER, Walker has a fresh perspective on her mission.

“The really cool thing about this base is that you can really understand very small-scale effects because of all the mountains and the lack of data,” she said.

“So if there’s a helicopter in one of the valleys and it sits there running for an hour and a half, it disrupts the weather just enough that it might impact our base.

It’s called the micro-scale effect of weather in this area.”Winds greater than six knots normally come from a specific direction to funnel through the mountains, she said.

“It’s really exciting for us. You might expect less fog or more fog, that type of thing. When Hilberg makes snow [they have snow cannons], it impacts the air field because of the extra moisture and ice crystals they drop in the air. If the wind’s coming from the north, it’ll move over our airfield and impact operations.

“Staff Sergeant Walker is one of the key

players, one of only 11, to include myself and the rest of the leadership team,”

said Air Force Capt. Carl Densford, 3 OSS Weather Flight commander.

“When it comes to heavy snow, freezing rain, high winds, modern or severe turbulence that we could be seeing in the mountains or in the flying areas, the same thing with severe icing, our desk forecasters work directly with the supervisors of flying operations to make sure that the wing is protected. They help adjust the timing of when flights are going to happen based on the weather.” Walker said she loves her career field. “This is my family business,” she said. “My dad and I are the only earth-science-based people. That’s me; I’m here and I’m learning about weather. I love logic and reason.”

